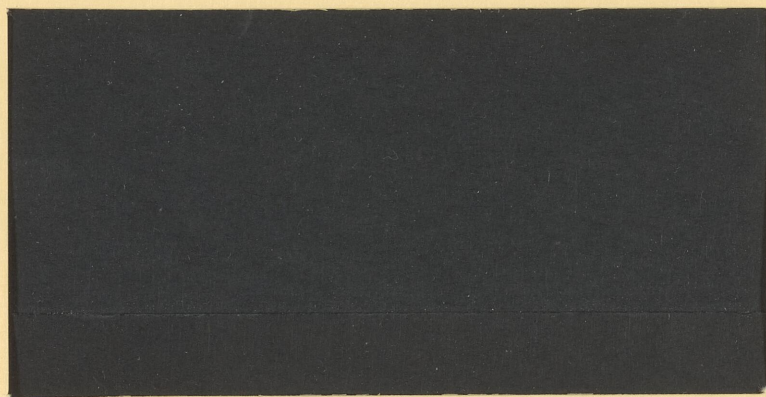


WESTERN STATES AREA

MASTER FREIGHT AGREEMENT



PROCEEDINGS OF

THE

JOINT WESTERN COMMITTEE

* * * * *
WESTERN CONFERENCE OF TEAMSTERS

MINUTES OF MEETING
SAN FRANCISCO HILTON
MAY 6, 7, 8, 9, 10, 1968

CHANGE OF OPERATIONS

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California
5-5-1963

Change of Operations Company involved: Watson-Wilson Transportation

Clarification Local 180 protests the removal from the seniority roster the drivers who were placed on lay-off as a result of the operational change granted Watson-Wilson on July 24, 1965. It is our contention that the decision in this case was for a five year period for retention of seniority on layoff.

DECISION: (Change of Operations Committee - Transcript Page 105 - 5/8/68)
M/m/s/c/ that in accordance with the interpretation of the National and Multi-Conference Grievance Committees dated March 21, 1968, those drivers still retaining seniority on June 1, 1967 during the remaining period of their two-year layoff are to have such layoff extended to a total of three years from the date of their layoff. Those employees whose two-year layoff period expired prior to June 1, 1967 are not covered by this clarification since their seniority terminated at the conclusion of their two-year layoff period.

Case # United-Buckingham Freight Lines
8-5-1967

Change of Operations Locals involved: 483, Boise, Idaho
741, Seattle, Washington

Clarification Local 741 demands United-Buckingham to cease and desist operating such runs as Boise-Yakima, Pasco-LaGrande-Seattle until the operations have been discussed with the affected Local Unions and authorization has been approved by the Change of Operations Sub-Committee of the Joint Western Area grievance procedure.

JSC Motion: This case is referred to the Change of Operations Committee of the JWAC for the purpose of clarifying whether the operations complained of are or are not in violation of the Change of Operations Case #8-5-1967. Motion Carried.

DISPOSITION: (Change of Operations Committee-Transcript Pg. 276 - 5/9/68)
M/m/s/c/ that this case be Postponed to the next Agenda, with the request that Local 483 be given notice and an opportunity to appear.

Case # Illinois - California Express
5-7-2929

Change of Operations Locals involved: 180, Los Angeles, California
492, Albuquerque, New Mexico

Clarification Modification and clarification of Change of Operations in May, 1967 involving Locals 180 and 492.

DISPOSITION: Withdrawn.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Asbury Transportation Company
2-8-3498

Change of Operations Locals involved: 87, Bakersfield, California
224, Los Angeles, California

Asbury Transportation requests a Change of Operations on the run that presently originates in the home terminal in Los Angeles and terminates at Coalinga, California.

We wish to change this to have a home terminal origination at Coalinga on a turnaround operation into the Los Angeles terminal.

DISPOSITION: (Change of Operations Committee - Transcript Pg.275 - 5/9/68)
M/m/s/c/ that the case be withdrawn from the Agenda, without prejudice to re-filing at a later date should the Company desire to do so.

Case # Nehalem Valley Motor Freight, Inc.
2-8-3508

Change of Operations Locals involved: 81, Portland, Oregon
58, Longview, Washington
569, Astoria, Oregon

Clarification

Present Operations:

At the present time the Company operates a Portland-Astoria/Warrenton turn and an Astoria/Warrenton-Portland-Astoria turn and a Portland-Seaside-Portland turn.

Proposed Operations:

- (1) A Portland-Astoria/Warrenton-Portland-Astoria/Warrenton-Portland.
- (2) An Astoria/Warrenton-Portland-Astoria/Warrenton-Portland-Astoria/Warrenton.
- (3) A Portland-Rainier-Portland-Astoria/Warrenton-Portland.
- (4) A Portland-Astoria/Warrenton-Portland-Rainier-Portland.
- (5) An Astoria/Warrenton-Rainier-Astoria/Warrenton-Portland-Astoria/Warrenton.
- (6) An Astoria/Warrenton-Portland-Astoria/Warrenton-Rainier - Astoria/Warrenton.
- (7) A Portland-Longview/Kelso-Portland-Astoria/Warrenton-Portland.
- (8) A Portland-Astoria/Warrenton-Portland-Longview/Kelso-Portland.
- (9) A Portland-Clatskanie/Wauna-Portland-Astoria/Warrenton-Portland.
- (10) A Portland-Astoria-Warrenton-Portland-Clatskanie/Wauna-Portland.
- (11) An Astoria/Warrenton-Clatskanie/Wauna-Astoria/Warrenton - Portland-Astoria/Warrenton.
- (12) An Astoria/Warrenton-Portland-Astoria/Warrenton-Clatskanie/Wauna-Astoria/Warrenton.
- (13) Astoria/Warrenton-Portland-Longview/Kelso-Portland-Astoria/Warrenton.
- (14) Portland-Clatskanie/Wauna-Portland-Clatskanie/Wauna-Portland.
- (15) Portland-Clatskanie/Wauna-Portland-Longview/Kelso-Portland.
- (16) Portland-Longview/ Kelso -Portland-Clatskanie/Wauna-Portland.
- (17) Portland-Seaside-Portland-Seaside-Portland.
- (18) All of the above combinations of turns in connection with a Portland-Seaside turn.

DECISION: (Change of Operations Committee-Transcript Pg.279 - 5/9/68)
M/m/s/c/ that the decision of this committee made in February, 1968 in Case #2-8-3508 be ratified and confirmed in all particulars. In answer to the question raised by Local 81, the men who bid the road jobs are working under the Western States Area O-T-R. Supplement and the other employees are working under the Western States Area P & D Local Cartage and Dock Workers Supplement as explained by the Company on the record.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # O.N.C. Motor Freight System
2-8-3509

Change of Operations Locals involved:

- 70, Oakland, California
- 85, San Francisco, California
- 137, Marysville, California
- 150, Sacramento, California
- 467, San Bernardino, California
- 468, Oakland, California
- 533, Sparks, Nevada
- 911, Klamath Falls, Oregon
- 962, Medford, Oregon

PRESENT OPERATION:

1. All freight moving to the North and East from both the Oakland and San Francisco terminals is combined at Oakland and is run out of Oakland by Oakland domiciled drivers.
All freight moving into Oakland and San Francisco from terminals North and East of the Bay Area arrives at Oakland and is distributed from Oakland.
2. RUNS TO MEDFORD - We have 7 bid runs from Oakland to Medford running on a three and two trip per week basis.
3. RUNS TO AND FROM RENO - Four bid runs from Oakland to Reno running on a three trip per week basis.
One turnaround run Reno-Sacramento - Reno normally running five trips per week.
4. RUNS TO REDDING - One bid run Oakland to Redding running on a three and two trip per week basis.
5. RUNS TO FLAMATH FALLS - One bid run Oakland to Klamath Falls running on a three and two trip per week basis.
6. RUNS TO FRESNO - One bid run Oakland to Fresno, known as the 29 Schedule, running on a three trip per week basis. This driver takes his rest in Fresno and makes pickups and drops of trailers at Sacramento and Modesto enroute.
7. RUN TO COLTON - One bid run Oakland to Colton with opposing labor which runs as two through trips and one meet and turn trip per week.

All the above runs operated only if and when sufficient freight was available.

PROPOSED OPERATION:

1. Change the procedure in handling of freight which originates at the Oakland and San Francisco terminals going North and East by originating line runs from both San Francisco and Oakland.

Freight inbound to San Francisco from the North and East will be routed into San Francisco and freight inbound to Oakland from the North and East will be routed into Oakland.

2. RUNS TO MEDFORD - We will redomicile four of the present 7. Oakland to Medford bid runs at San Francisco.
 - (a) Operate 4 bids, San Francisco to Medford, pulled by San Francisco domiciled drivers to run on a three and two trip per week basis, if and when sufficient freight is available.
 - (b) Operate 3 bids, Oakland to Medford, pulled by Oakland domiciled drivers to run on a three and two trip per week basis, if and when sufficient freight is available.

(Continued on Following Page)

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case #
2-8-3509

O.N.C. Motor Freight System - (Continued)

Change of
Operations

- (c) The extra board at Medford will be maintained for operational necessity.
3. RUNS TO AND FROM RENO -
- (a) Operate one bid run, San Francisco to Reno, pulled by a San Francisco domiciled driver to run on a three and two trip per week basis if and when sufficient freight is available.
 - (b) Operate one bid run Oakland to Reno to be pulled by an Oakland domiciled driver on a three and two trip per week basis, if and when sufficient freight is available.
 - (c) No change in the Reno to Sacramento turn run.
 - (d) Establish an approved operation to turn Reno from Sacramento on an irregular basis. Any such runs from Sacramento will run only after the Oakland and San Francisco Reno bid runs have been protected with the right to drop and pick at Sacramento, and the Reno/Sacramento turn run has been protected.
4. RUNS TO REDDING - Establish Redding turn runs to originate at both San Francisco and Oakland, normally running five trips per week, if and when sufficient freight is available.
- (a) All full schedules originating at either terminal will be pulled by drivers domiciled at the terminal where the freight originated.
 - (b) If only one schedule is generated between San Francisco and Oakland, the San Francisco freight will be shuttled to Oakland and the trip will be dispatched out of Oakland.
5. RUNS TO KLAMATH FALLS -
- (a) Cancel the present run, Oakland to Klamath Falls.
 - (b) Operate a turn run Klamath Falls to Redding, via Medford or direct in either direction, with the power unit and driver domiciled in Klamath Falls. This run to operate five days per week if and when sufficient freight is available.
 - (c) One Oakland driver will be offered the opportunity to move to Klamath Falls in accordance with the provisions of the contract.
6. RUN TO FRESNO - Continue the present Oakland to Fresno bid, known as the 29 Schedule, running through Sacramento and/or Modesto on the outbound trip and continue to operate the same as is presently running on return trip, making drops and picks of trailers enroute. This run to run on a three and two trip per week basis if and when sufficient freight is available.
7. RUN TO COLTON - Cancel the present Oakland to Colton and Colton to Oakland bids, and run the Colton freight from San Francisco and Oakland as LTL general freight to Los Angeles where it will be stripped and reloaded to Colton.
8. REDDING NORTH - Operate a turn run Redding to Yreka and/or Medford and return normally running five trips per week on an if and when basis depending on the availability of freight.
9. This move will necessitate the domiciling of 20 line power units at San Francisco.
10. We will allow 20 of the Oakland drivers the opportunity to move to San Francisco.

(Continued on Following Page)

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # O.N.C. Motor Freight System (Continued)
2-8-3509

Change of
Operations

11. On the clean-up each night, for improved efficiency and service trailers with part loads will be shuttled across the Bay in either direction for a kill as freight dictates.

Also, single trailers at either terminal on the clean-up will be handled by an 85 man dropping and picking in Oakland and continuing on to destination or by a 468 man dropping and picking in San Francisco and continuing on to destination.

12. Extra boards will be maintained at Oakland and San Francisco.
13. All runs, except the Reno runs from Oakland and San Francisco, which will be operated as a result of this change of operation, will be paid under the provisions of the current Over-The-Road Supplemental Agreement, mileage and hourly rates of pay, in accordance with the agreement.

The Reno runs from Oakland and San Francisco will be paid in accordance with the current "Reno Hill Rider" agreement, which is supplemental to the Over-The-Road Agreement.

14. The effective date of this change will be as soon as possible after the approval date as it can effectively be made.

DECISION: (Change of Operations Committee-Transcript Pg. 148 - 2/14/68)
M/m/s/c/ that the operational change be approved as amended and modified by the Company on the record with the following provisos: (1) As to paragraph numbered 6 of the proposal, the '29 Schedule' shall be operated as in the past, both outbound and inbound. (2) All of the line positions at San Francisco and Oakland be offered for bid on a seniority basis to the Oakland line board and the successful bidders shall retain full company line seniority for all purposes. (3) The one Klamath Falls-Redding turn be offered for bid on a seniority basis to the Oakland line board and the successful bidder shall go to Klamath Falls under the provisions of Article 5, Section 5 (e). (4) The change shall be placed into effect no earlier than March 1, 1968 and the bids shall be posted at least seven calendar days prior to the effective date.

DECISION: (Change of Operations Committee - Transcript Pg. 107 - 5/8/68)
M/m/s/c/ that the decision of this committee made in February, 1968 in Case #2-8-3509 be ratified and confirmed in all particulars with the following clarifications: (1) The Company did not request and the decision did not authorize short line drivers out of Local 85 to pick up freight in Sunnyvale and Salinas to be worked at the San Francisco terminal for line haul north. (2) The decision did not authorize the Company to dispatch a Local 85 driver on a Redding turn with a beyond-Redding box and a Redding box and to dispatch a Local 468 driver on a Redding turn with a beyond-Redding box and a Redding box and then cancel an Oakland-Medford bid man. (3) The decision did not authorize the dispatch of a Local 224 driver out of Oakland to Los Angeles via Sacramento to drop Reno freight at Sacramento. (4) The decision did not authorize changes in the historic trans-Bay operation except to permit a Local 85 bid line driver to depart from San Francisco with one box to go to Oakland and pick up the second box and proceed on to his bid destination, and the reverse with Local 468 bid drivers.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # O. N. C. Motor Freight System
2-8-3511

Change of Operations Locals involved: 70, Oakland, California
85, San Francisco, California

Clarification PRESENT OPERATION:

1. We now are operating terminals at both Oakland and San Francisco, performing pick-up and delivery work at each.
2. Oakland terminal employees, members of Local 70, are performing regular pick-up and delivery work within the jurisdictional territory of Local 85.
3. Freight picked up by Local 70 members in Local 85 territory is returned to the Oakland barn where it is worked.

PROPOSED OPERATION:

1. Continue to operate both Oakland and San Francisco terminals.
2. Return all work presently being performed by Local 70 members in Local 85 territory to Local 85. This work will then be consolidated with the present San Francisco routes to form new routes, such new and consolidated routes to all be handled out of our San Francisco terminal.
3. Opportunity for Oakland employees affected by the change to work in San Francisco will be in accordance with the provisions of the current National Master Freight Agreement and the decision of the Change of Operations Committee.
4. Opportunity to transfer into Local 85 by Local 70 employees will be handled in the following manner, based on the availability of work:
 - (a) The Company will post a job opportunity bid sheet for interested employees to sign.
 - (b) The bid sheet will be posted for 7 days only.
 - (c) Awards will be made based on seniority & qualifications.
 - (d) Opportunity for consideration for transfer will not extend beyond the 7th day of the posted bid sheet. Only those employees who have signed the sheet will be given consideration.
 - (e) There will be no subsequent transfer opportunities offered.
5. The effective date of this change is to be March 4, 1968.

DECISION: (Change of Operations Committee - Transcript Pg. 113 - 2/14/68)
M/m/s/c/ the operational change be approved with the following provisos: (1) The initial additional jobs in San Francisco shall be offered to the Oakland employees on a seniority basis and the successful bidders shall have their seniority in San Francisco under the provisions of Article 5, Section 5 (b) (2) of the National Master Freight Agreement. (2) For a period of three years after the effective date of the change, the Company shall offer jobs available in San Francisco to laid-off Oakland employees in seniority order and if they accept such employment they shall have their seniority at San Francisco under the provisions of Article 5, Section 5 (b) (2); one offer per employee shall satisfy this requirement. (3) This change shall be effective at such time as the Company's new San Francisco terminal is ready and the job openings shall be posted for bid not later than 7 days prior to that time. Motion Carried.

DECISION: (Change of Operations Committee - Transcript Pg. 301 - 5/9/68)
M/m/s/c/ that the February, 1968 decision of this committee in Case #2-8-3511 be ratified and confirmed in all particulars with the following clarification: The use of casuals from the Local 85 hiring hall shall not constitute a violation of that decision; any casual who acquires seniority with the Company under the 13-day rule shall not constitute a violation of that decision, and any interim agreement arrived at by the Company and the two local Unions pending the issuance of this clarification shall not constitute a violation of that decision.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Pacific Intermountain Express
2-8-3671

Change of Locals involved: 313, Tacoma, Washington
Operations 378, Olympia, Washington

The Employer, Pacific Intermountain Express, stationed a piece of tanker equipment temporarily in the Olympia area. At this time business has changed to the extent that it is desired that this equipment and the man to operate the same be located permanently at the Olympia, Washington location, and the Company asks for an order of the Change of Operations Committee authorizing this. The reason that the three Unions are listed as being interested and have been consulted is that this equipment was originally moved from Seattle to Olympia and has been operated at various times by a member of Local 741 and a member of Local 313, coupled with the fact that it is now being moved into the jurisdiction of the Olympia Local 378. The Employer feels that this new operation should probably be bid and requests the advice and ruling of this committee as to how this should be bid, and whether it should be offered only to members of the Olympia Local, or perhaps to members of the Olympia Local, Tacoma Local, and the Seattle Local. The equipment is presently being operated by a member of Seattle Local.

DECISION: (Change of Operations Committee - Transcript Pg. 334 - 2/15/68)
M/m/s/c/ that this case be remanded back to the parties and this committee retain jurisdiction.

DISPOSITION: Postponed.

Case # California Motor Express
5-8-3709

Change of Locals involved: 208, Los Angeles, California
Operations 871, Pomona, California

We request permission to make the following changes in our operation:

- (1) To close all present operations in Ontario.
- (2) To serve the area from our Los Angeles terminal.
- (3) Offer employment to the three drivers at the Los Angeles terminal, if they desire to transfer to Los Angeles.
- (4) To protect the seniority of the three drivers involved as outlined on Page 21, National Master Freight Agreement, Closing of Branches (b)-(2). Attached is a list of the drivers involved showing their Company seniority.
- (5) If work available, to maintain the drivers now domiciled at Ontario on their present runs, operating from the Los Angeles terminal, until our next annual or general bid.
- (6) If work not available to constitute one or more runs into the area, the drivers not used for that area will be given work in the Los Angeles area in accordance with their terminal seniority.

DECISION: (Change of Operations Committee - Transcript Pg. 269 - 5/8/68)
M/m/s/c/ that the Company's request for Change of Operations in Case #5-8-3709 be approved and the seniority of the three Ontario drivers who are to be moved to the Los Angeles terminal be determined in accordance with Article 5, Section 5 (b) (2) of the National Master Freight Agreement.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Consolidated Freightways
5-8-3710

Change of Locals involved: 81, Portland, Oregon
Operations 556, Walla Walla, Washington

PRESENT OPERATION:

Portland down the South bid man runs Portland to Walla Walla .
Walla Walla man runs turnaround to Lewiston, Idaho.

PROPOSED OPERATION:

Cancel Walla Walla - Lewiston turn. Extend Portland-Walla Walla
run to Lewiston with right to drop at intermediate points.

DECISION: (Change of Operations Committee - Transcript Pg. 18 - 5/7/68)
M/m/s/c/ that the Company's application for Change of Operations in Case #5-8-3710
be approved as clarified on the record; that the displaced Walla Walla-domiciled driver
be offered employment at the Portland terminal on the Portland-Lewiston operation and
his seniority be established under Article 5, Section 5 (e), and that this change be
effected no earlier than June 1, 1968.

Case # Consolidated Freightways
5-8-3711

Change of Locals involved: 45, Great Falls, Montana
Operations 190, Billings, Montana

The Company is presently running between Billings and Great
Falls on a division basis. The Company proposes that this run
be operated as a turnaround.

DECISION: (Change of Operations Committee - Transcript Pg. 52 - 5/7/68)
M/m/s/c/ that the requested change in Case #5-8-3711 be approved as clarified on
the record. This shall go into effect in 30 days.

Case # Garrett Freightlines, Inc.
5-8-3712

Change of Local involved: 483, Boise, Idaho
Operations

Garrett Freightlines, Inc. requests approval of the Change of
Operations Committee to eliminate a Boise-Twin Falls turnaround
run.

DECISION: (Change of Operations Committee - Transcript Pg. 16 - 5/7/68)
M/m/s/c/ that the Company's requested Change of Operations in Case #5-8-3712, the
Agreed-To-Change, be approved as filed.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Garrett Freightlines, Inc.
5-8-3713

Change of Operations Locals involved: 483, Boise, Idaho
911, Klamath Falls, Oregon

Garrett Freightlines, Inc., requests approval of one long-line run per day, five days per week, from Boise, Idaho to Bend, Oregon; drivers to be domiciled at Boise.

We presently operate a short line run from Boise to Burns, Oregon, and shuttle the Bend freight from Burns to Bend on a pick-up truck. This operation would be eliminated.

DECISION: (Change of Operations Committee - Transcript Pg. 37 - 5/7/68)
M/m/s/c/ that the company's proposal in Case #5-8-3713 be approved as clarified on the record and that the two newly-created long-line runs from Boise, Idaho to Bend, Oregon be offered for bid to the Boise long-line seniority board. It is the determination of this committee that under existing seniority rules and the existing short line rider driver Allen, who presently operates the short line run from Boise to Burns and return, doesn't have any bidding rights on the newly-created long line runs.

Case # Garrett Freightlines, Inc.
5-8-3714

Change of Operations Locals involved: 222, Salt Lake City, Utah
983, Pocatello, Idaho

Garrett Freightlines, Inc. requests approval of the following operational change between Salt Lake City, Utah and Butte, Montana.

PROPOSED OPERATION:

- (1) Eliminate the Salt Lake City-Pocatello turnaround schedule.
- (2) Eliminate the Pocatello to Butte schedule.
- (3) Establish a Salt Lake City to Butte schedule, one schedule per day, five days per week. Drivers will be based in Salt LakeCity. Butte will be the lay point.

DECISION: (Change of Operations Committee - Transcript Pg. 30 - 5/7/68)
M/m/s/c/ that in the Company's application for Change of Operations in Case #5-8-3714, the request be approved as clarified on the record; that the two drivers holding bid runs and domiciled at Pocatello be offered employment at Salt Lake City to work on the Salt Lake City to Butte operation and that their seniority be established in accordance with Article 5 Section 5 (e) of the National Master Freight Agreement; that should either of the two drivers involved fail to claim the offered employment at Salt Lake City, the remaining run then be offered for bid to Salt Lake-domiciled drivers and that this change be effected no earlier than June 15, 1968.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Helphrey Motor Freight, Inc.
5-8-3715

Change of Locals involved: 690, Spokane, Washington
Operations 81, Portland, Oregon

Presently, we have three Spokane-Toppenish turn bids where we meet Portland-Toppenish turn drivers. It is our desire to change our operation as follows:

Discontinue our present Toppenish bids and in lieu thereof bid two Spokane-Umatilla turns and one Spokane-Yakima turn via Vernita Bridge; the last schedule out of Spokane to be the Yakima turn. These schedules are to operate Monday through Friday of each week.

DECISION: (Change of Operations Committee - Transcript Pg. 248 - 5/8/68)
M/m/s/c/ that based on the Company's statement that the only change involved in this request is the actual physical change of the turn points, the request in Case #5-8-3715 be approved, to be effective no sooner than May 15th.

Case # Inter-City Auto Freight, Inc.
5-8-3716

Change of Locals involved: 38, Everett, Washington
Operations 411, Mount Vernon, Washington
741, Seattle, Washington

The Company proposes a new one-man operation originating in Seattle and proceeding to Mount Vernon, Washington and Sedro Woolley, Washington, and from there to Concrete, Washington, which is an over-all mileage of approximately 190 miles. At times, possibly once or twice a week, it will be necessary to extend the run on to Newhalem, some 32 miles beyond Concrete, and the individual on this run would perform the pick-up and delivery work in the Sedro Woolley area, the Concrete area, and on the occasional trips on to Newhalem.

DECISION: (Change of Operations Committee - Transcript Pg. 174 - 5/8/68)
M/m/s/c/ that the operational change requested by the Company be approved as clarified on the record. Ivan Daw will move to Seattle, will be offered the Seattle line job, and George Daw will be offered employment opportunity in Seattle under the provisions of Article 5, Section 5 (b) (2) of the National Master Freight Agreement, to be effective not sooner than June 1, 1968.

Case # Lynden Transfer, Inc.
5-8-3717

Change of Locals involved: 231, Bellingham, Washington
Operations 741, Seattle, Washington
959, Anchorage, Alaska

Lynden Transfer requests this change of operation for an alternate route using the Alaska Marine Highway State Ferry Systems. The route presently is from Seattle-Lynden North to Dawson Creek, then via the Alaska Highway to either Fairbanks or Anchorage. The Change of Operation would be from Seattle to Prince Rupert, thence via the Alaska Marine Highway Systems ferry service to Haines, Alaska. From Haines, Alaska, to the Interior Alaska, Fairbanks-Anchorage area, via truck domiciled in Alaska.

DISPOSITION: Withdrawn.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Marrow Trucking Company
5-8-3718

Change of Locals involved: 542, San Diego, California
Operations 898, El Centro, California

During the week of March 22, 1968 all of our employees at Calexico and members of Local 898 resigned stating that they had employment elsewhere and gave us less than one weeks notice. Mr. Gibbins and Mr. Lawrence assured me that they did not approve of their members action, and both agreed that we would close the Calexico terminal since we had no employees as of April 1, 1968.

DECISION: (Change of Operations Committee - Transcript Pg. 13 - 5/7/68)
M/m/s/c/ that the Change of Operations request in Case #5-8-3718 be approved as filed.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Milne Truck Lines, Inc.
5-8-3719

Change of Operations Locals involved: 104, Phoenix, Arizona
180, Los Angeles, California
224, Los Angeles, California
310, Tucson, Arizona
631, Las Vegas, Nevada

1. Los Angeles - Tucson

PRESENT OPERATION:

We presently operate one single man run between Los Angeles and Tucson with one schedule per day, five days per week. This schedule is pulled from Los Angeles to Yuma by Los Angeles domiciled drivers (2), and from Yuma to Tucson by Yuma domiciled drivers (2). Overflow is moved either by Los Angeles sleeper teams via Yuma, or by single man operation, Los Angeles to Phoenix, with Los Angeles extra board drivers, and Phoenix to Tucson with a Phoenix driver.

PROPOSED OPERATION:

- (a) Eliminate the Los Angeles - Tucson sleeper operation. The six (6) displaced sleeper drivers will be offered employment opportunities at Los Angeles.
- (b) Eliminate the existing single man operation between Los Angeles and Tucson via Yuma, and establish three (3) bid single man runs per day, five (5) days per week, from Los Angeles via Yuma through to Tucson, lay and return, to be operated with Los Angeles domiciled drivers (6 men). The two displaced Yuma drivers will be offered the opportunity to move to Los Angeles and the Company suggests that their seniority be dovetailed on the Los Angeles line seniority lists.
- (c) Overflow freight will be moved out of Los Angeles either via Yuma or via Phoenix as the Company's operations may require.

2. Phoenix - Las Vegas

PRESENT OPERATION:

The Company presently operate one single man run from Phoenix to Las Vegas, lay and return, driver domiciled at Phoenix (three round trips per week, subject to the availability of freight); and one (1) single man run from Las Vegas to Phoenix, lay and return, driver domiciled at Las Vegas (three round trips per week, subject to the availability of freight).

PROPOSED OPERATION:

The Company proposes to redomicile the Las Vegas to Phoenix run with the driver to be domiciled at Phoenix. The Company will then operate one (1) run per night, six (6) nights per week (subject to the availability of freight) with both drivers to be domiciled at Phoenix. (Since the existing Las Vegas to Phoenix run is not presently filled and the Company has no other line drivers at Las Vegas, this proposal will not require relocating a Las Vegas driver).

DECISION: (Change of Operations Committee - Transcript Pg. 193 - 5/8/68) M/m/s/c/ that the operational change be approved as proposed by the Company; and since the two Local Unions involved have agreed to the principle of dovetailed seniority the two Yuma drivers shall have their seniority dovetailed on the Los Angeles board on the basis of their full Company seniority, including service with the predecessor company. This change shall be made not sooner than June 1, 1968.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case #
5-8-3720

Milne Truck Lines, Inc.

Change of
Operations

Locals involved: 180, Los Angeles, California
222, Salt Lake City, Utah
224, Los Angeles, California
467, San Bernardino, California
631, Las Vegas, Nevada

PRESENT OPERATION:

- (a) Three (3) bid single man runs per night, six (6) nights per week, from Salt Lake City, Utah to St. George, Utah, lay and return, operated by six (6) Salt Lake City domiciled drivers.
- (b) Two (2) regular single man runs per night, six (6) nights per week, from St. George, Utah, to Salt Lake City, Utah, lay and return, operated by a four man rotating board at St. George, known as the "A" Board.
- (c) Four (4) regular single man runs per night, six (6) nights per week, St. George, Utah, to Barstow, California, lay and return, operated by a nine (9) man rotating board at St. George, Utah, known as the "B" Board.
- (d) A three (3) man rotating board at St. George, Utah, known as the "C" Board, which pulls St. George - Las Vegas turn-arounds and extra St. George - Salt Lake City runs as freight requires.
- (e) A four (4) man extra board at St. George, Utah.

NOTE: All of the above referred to drivers are members of Local 222, Salt Lake City, Utah, and are on a common line seniority list.

- (f) Four (4) Barstow - Los Angeles - Barstow turnaround runs per day, six (6) days per week, operated by four (4) drivers domiciled at Barstow, California, members of Local 467.
- (g) Pursuant to agreement, the Los Angeles extra board (Local 224) is entitled to pull the fifth Utah destined load from Los Angeles six (6) nights per week as far as Las Vegas, and also the sixth (6th) Utah destined load five (5) nights per week as far as Las Vegas.
- (h) The overflow over and above the runs referred to above are operated by Los Angeles domiciled sleeper teams, (2 teams, (4 men).

PROPOSED OPERATION:

- (1) Eliminate the Los Angeles to Salt Lake City sleeper operation. The four displaced sleeper drivers will be offered employment opportunities at Los Angeles.
- (2) Eliminate the Barstow - Los Angeles turnaround operation. The four displaced Barstow drivers will be offered employment opportunities at Los Angeles, and the Company suggests that their seniority be dovetailed on the Los Angeles line seniority list.

(Continued)

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Milne Truck Lines, Inc. (Continued)
5-8-3720

Change of
Operations

PROPOSED OPERATION:

- (3) Bid one (1) additional run per night, six (6) nights per week, from Salt Lake City to St. George. (This will require two (2) additional men to be domiciled at Salt Lake City).
- (4) Bid one (1) St. George - Las Vegas - St. George turnaround, six (6) nights per week. (This will absorb one (1) man domiciled at St. George).
- (5) Bid two (2) single man runs per night, six (6) nights per week, from Los Angeles to St. George, lay and return, to be operated by Los Angeles domiciled drivers. (This will absorb four (4) Los Angeles domiciled men).
- (6) Eliminate the St. George-Barstow "B" Board operation as described in Paragraph (c) of the present operation shown above, and terminate all existing agreements insofar as such "B" Board is involved. In lieu thereof, bid four (4) single man runs per night, six (6) nights per week, from St. George to Los Angeles, lay and return, to be operated by St. George domiciled men. (This will absorb eight (8) men domiciled at St. George).
- (7) Eliminate the existing "C" Board at St. George, and terminate all existing agreements and understandings insofar as the "C" Board is concerned.
- (8) Maintain a rotating extra Board at St. George, Utah, the size of such board to be determined by the Company's operational needs from time to time.
- (9) Terminate the existing agreement requiring that the 5th and 6th Utah destined loads out of Los Angeles be pulled by the Los Angeles extra board as described in Paragraph (g) above.
- (10) Overflow freight to be handled as operating conditions require by extra boards at Salt Lake City, St. George, and Los Angeles.
- (11) The Company proposes to rebid all of the regular positions as established in the proposal set forth above so that all of the affected drivers may exercise their seniority (as determined by the Change of Operations Committee) on those positions.

DISPOSITION: (Change of Operations Committee - Transcript Pg. 241 - 5/8/68)
The committee will retain jurisdiction until the August, 1968 JWAC.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Nielsen Freight Lines
5-8-3721

Change of Locals involved: 624, Novato, California
Operations 684, Eureka, California

Nielsen Freight Lines is seeking permission to transfer certain office functions from its Eureka office to its General Office in Petaluma, California.

AGREED-TO-CHANGE.

DECISION: (Change of Operations Committee - Transcript Pg. 15 - 5/7/68)
M/m/s/c/ that the Agreed-To-Change be approved as filed.

Case # Telfer Tank Lines, Inc.
5-8-3722

Change of Locals involved: 150, Sacramento, California
Operations 315, Martinez, California

As a result of the purchase of the assets of J. P. Breen, Inc. of Sacramento, the Company proposes to establish a master seniority list from a merger of the Breen (Sacramento) and Telfer (Martinez) seniority lists, irrespective of domicile, and dispatch to be governed by such.

DISPOSITION: Withdrawn.

Case # Transcon Lines
5-8-3723

Change of Locals involved: 180, Los Angeles, California
Operations 468, Oakland, California
886, Oklahoma City, Oklahoma

Currently there is sufficient freight to justify the initiation of a limited sleeper operation out of San Francisco Bay to CG for CG and RH and Indianapolis for IP and as break bulk for Ohio (full loads moving direct to or from Ohio points) . Company records indicate 40 drivers will be required for this operation. It is therefore proposed that 40 Oklahoma City line drivers be given the opportunity to redomicile to San Leandro, California.

DECISION: (Change of Operations Committee - Transcript Pg. 59 - 5/7/68)
M/m/s/c/ that the Company's application to establish a domicile at its Oakland (San Leandro) terminal for sleeper operations over its recently acquired short route authority over Interstate 80 between the San Francisco Bay Area and the following specified points: Detroit, St. Louis, Kansas City, New York, Philadelphia, Pittsburgh, Baltimore (for Chicago freight and Richmond freight) and Indianapolis (for Indianapolis freight and as a breakbulk point for Ohio) be approved as clarified on the record with the following provisos:

(1) The initial 40 sleeper positions at Oakland shall be offered for bid to the Oklahoma City-domiciled drivers in seniority order and the successful bidders shall carry their full company line seniority with them for all purposes. Should there be more than 40 Oklahoma City drivers submitting bids in this initial bid, then in that instance any additional jobs that may become available in Oakland shall be offered to the remaining unsuccessful Oklahoma City bidders in their seniority order. This same procedure shall be followed until the complete list of Oklahoma City drivers originally submitting bids in the initial change has been exhausted by each of such drivers having been afforded one opportunity to claim a position on the Oakland board. Any additional jobs that become available as a result of the initial change which are not filled in the above manner may be filled by new hires from the Bay Area, but such new hires shall be subject to the future dovetailing of seniority on the basis of full company line seniority in the event additional Oklahoma City drivers are moved to Oakland as hereinafter provided.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

Case # Transcon Lines (Continued)
5-8-3723

Change of Operations Locals involved: 180, Los Angeles, California
468, Oakland, California
886, Oklahoma City, Oklahoma

(2) For a period of eighteen months from the effective date of this change, any additional positions on the Oakland board resulting from operations to any of the points specified above shall be offered for bid to the Oklahoma City drivers in accordance with the same procedure as set forth in Paragraph (1) above.

(3) Any Oklahoma City driver moving to Oakland may return to Oklahoma City under the thirty-day rule as clarified on the record, and the resulting vacancy shall be offered on a seniority basis to the unsuccessful Oklahoma City bidders on that bid. If such vacancy is not filled in this manner, it may be filled by a new hire from the Oakland area and such new hire shall be subject to the same dovetailing as is referred to in Paragraph (1) above.

(4) The initial change shall be made no earlier than June 15, 1968, and the last change involving any one of the points specified above shall be effected no later than September 15, 1968.

(5) The Company shall make such Health and Welfare contributions into the Central States, Southeast - Southwest Health and Welfare Fund and/or the Western Teamsters Welfare Trust as may be required to insure continuity of Health and Welfare coverage for the drivers being transferred.

(6) Any Oklahoma City drivers transferring to the Oakland board under this operational change shall receive eight cents per mile travel expenses.

Case # Trans-Steel
5-8-3724

Change of Operations Local involved: 150, Sacramento, California

This is to inform you that we have moved four of our power equipment to Las Vegas, Nevada, on a six months, sixteen hours a day job. We have done this because the work here is seasonal and very slow during this period.

DISPOSITION: Withdrawn.

Case # Walkup's Merchants Express
5-8-3725

Change of Operations Locals involved: 224, Los Angeles, California
381, Santa Maria, California

Walkup's Merchants Express proposes the following Change:

- (1) Close the San Luis Obispo, California terminal.
- (2) Distribution of Walkup's Merchants Express freight in the area currently served by the San Luis Obispo terminal will be made by Solvang Freight Line, Solvang, California.
- (3) Walkup's Merchants Express has 3 employees on their San Luis Obispo seniority list, two of whom are currently on layoff. The Company would offer first opportunity on job opening in their system to these employees. In lieu thereof, Solvang Freight Line has agreed to hire one employee.
- (4) Road run operating between Los Angeles and San Luis Obispo would be re-bid to operate between Los Angeles and Solvang five nights per week.

DECISION: (Change of Operations Committee - Transcript Pg. 189 - 5/8/68)
M/m/s/c/ based upon the following statement, the requested change was approved:

(Continued on following Page)

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Walkup's Merchants Express (Continued)
5-8-3725

Change of Locals involved: 224, Los Angeles, California
Operations 381, Santa Maria, California

"The Company and Local Unions are in agreement on this Change of Operation. However, at this point there is a contract dispute with the carrier to become our agent. We ask the committee to approve the change and allow the Company and the Local Unions to work out final arrangement of the change to their mutual satisfaction."

This was signed on May 8, 1968 by James J. Mann, Walkup's Merchants Express; by J. L. Mery, Teamsters Local 381 and Weldon A. Wirt, Local 224.

Case # Western Gillette, Inc.
5-8-3726

Change of Locals involved: 150, Sacramento, California
Operations 439, Stockton, California

PROPOSED CHANGE:

- (1) Shut down the Sacramento terminal.
- (2) Merge the Stockton and Sacramento terminals into a new facility which is now under construction in Stockton.
- (3) We have a total of 12 employees in Sacramento, all of whom will be offered work opportunities in Stockton.
- (4) All Sacramento personnel who choose not to re-domicile in Stockton to be placed on layoff status in accordance with the existing Contract.
- (5) Request that the committee determine the seniority application of Sacramento employees re-domiciling in Stockton.
- (6) Request that bidding of positions in Stockton to be delayed for 30-60 days until the Company can determine a suitable operational procedure.
- (7) Request that the effective date of this Change, if granted, be upon completion of the construction of the new Stockton facility.

DECISION: (Change of Operations Committee - Transcript Pg. 2 - 5/7/68)
M/m/s/c/ that the Company's request to close its Sacramento terminal be approved as clarified on the record; that the change be effected upon completion of the construction of the Company's new terminal at Stockton, but not later than November 10, 1968; that at the time of the implementation of this change all of the employees on the Stockton seniority list shall be recalled and then all of the employees on the Sacramento local terminal seniority list shall be offered employment at Stockton under the provisions of Article 5, Section 5 (b) (2) of the National Master Freight Agreement. One offer of employment shall satisfy this requirement, and thereafter Sacramento employees shall have no further claim to employment at Stockton. The line driver on layoff at the Sacramento terminal shall be offered first opportunity of regular line employment for a period of three years from January 1, 1968 at the Stockton terminal should the company establish regular line operations out of the Stockton terminal other than in the instance where a Change of Operations would be involved requiring the redomicile of other line drivers.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # United-Buckingham Freight Lines
5-8-3727

Change of Local involved: 690, Spokane, Washington
Operations

Clarification Violation of Article 6 of the National Master Freight Agreement and Article 41, Sections 1 and 2 of the Western States Area Over-The-Road Motor Freight Supplement. Also Agreed-Upon Dispatch and Bidding Rules for bid drivers on bid runs.

DISPOSITION: (Change of Operations Committee - Transcript Pg. 273 - 5/8/68)
M/m/s/c/ that this case be referred to the Joint State Committee for disposition.

Case # I. M. L. Freight, Inc.
5-8-3894

Change of Local involved: 631, Las Vegas, Nevada
Operations

The Company requests approval to close its terminal at Las Vegas, Nevada.

DECISION: (Change of Operations Committee - Transcript Pg. 43 - 5/8/68)
M/m/s/c/ that the request for operational change in Case #5-8-3894 be approved as clarified on the record.

Case # I. M. L. Freight, Inc.
5-8-3895

Change of Local involved: 307, Casper, Wyoming
Operations

The Company requests approval to close its terminal at Rawlins, Wyoming.

DECISION: (Change of Operations Committee - Transcript Pg. 48 - 5/8/68)
M/m/s/c/ that the operational change request in Case #5-8-3895 be approved as clarified on the record.

Case # I. M. L. Freight, Inc.
5-8-3896

Change of Local involved: 976, Ogden, Utah
Operations

The Company requests the right to close its terminal at Logan, Utah.

DECISION: (Change of Operations Committee - Transcript Pg. 183 - 5/8/68)
M/m/s/c/ that the Company's application to close its Logan terminal be approved as clarified in the record. The displaced Logan employees shall be offered employment at Ogden and those accepting shall have their seniority dovetailed on the Ogden terminal seniority list. Any displaced Logan employee not absorbed at Ogden shall be given one offer of employment at Salt Lake City ahead of new hires, but shall carry his company seniority at Salt Lake City only for determining number of weeks of vacation.

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Sites Silver Wheel Freightlines
5-8-3899

Change of Locals involved: 81, Portland, Oregon
Operations 883, Hood River, Oregon

Company requests recognition of a Portland-Pendleton and a Pendleton-Portland turnaround run.

The proposed run will be utilized when and if freight is available and initially drivers will be based in Portland .

AGREED-TO-CHANGE.

DECISION: (Change of Operations Committee - Transcript Pg. 191 - 5/8/68)
M/m/s/c/ to approve the change as filed.

Case # Sites Silver Wheel Freightlines
5-8-3900

Change of Locals involved: 81, Portland, Oregon
Operations 324, Salem, Oregon
883, Hood River, Oregon

Company requests recognition of a Hood River-Albany turnaround run via Portland and a Albany-Hood River turnaround run via Portland.

DISPOSITION: Withdrawn.

Case # Pacific Express Transportation - Local 431 - Fresno
5-8-3904

Change of The Company requests approval to close the terminal in Fresno
Operations and move the local tractor to Sacramento.

AGREED-TO-CHANGE.

DECISION: (Change of Operations Committee - Transcript Pg. 317 - 5/9/68)
M/m/s/c/ that the request be approved as filed.

COMMITTEE FOR LOCAL OPERATIONS

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # 11-7-3334 Local 17, Denver, Colorado, and Eastern Express
P & D Ronald Anderson, George Gilliatte, John Golembieski, Dale
Dispute Jenkins, Jerry Lott, Don Tunender, filing for pay claim from
June 12th to July 10, 1967 - 8-1/2 hours.
DISPOSITION: Settled and Withdrawn.

Case # 11-7-3335 Local 17, Denver, Colorado, and Eastern Express
P & D Arthur Keitez and Clyde Gillmore filing pay claim from
Dispute June 12th to July 10, 1967.
DISPOSITION: Settled and Withdrawn.

Case # 2-8-3545 Local 334, Spokane, Washington, and Beardmore Heavy Hauling
Office Ruth F. Stickney was called to work on several occasions
Dispute and worked less than 40 hours during that week.
DISPOSITION: Postponed.

Case # 2-8-3696 Local 208, Los Angeles, California, and Quick Service Transfer
P & D I, Leslie Ritchie, and swamper jacked, cribbed and blocked a
Dispute 30,000 press brake out of an 18 inch pit which the blade of the
press reached into the machine and had to be jacked up 20 inches
out of pit before skids could be placed under it. I contend that
this is rigging and claim the difference in pay for 5 hours
@ \$5.98 per hour, less \$3.84 per hour - a total amount due
of \$10.70.
DISPOSITION: Withdrawn.

Case # 5-8-3728 Local 17, Denver, Colorado, and Navajo Freight Lines, Inc.
P & D Donald Talbet filing pay claim for \$28.40.
Dispute
DECISION: (Committee for Local Operations - Transcript Pg.24 - 5/7/68)
M/m/s/c/ that the claim of the Union be allowed.

NOTE: Cases #5-8-3728 and #5-8-3729 were heard together and the same decision applies

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 17, Denver, Colorado, and
5-8-3729 Navajo Freight Lines, Inc.

P & D Harvey L. Wren filing pay claim for \$28.40.
Dispute

DECISION: The decision in Case #5-8-3728 applies.

Case # Local 17, Denver, Colorado, and
5-8-3730 Navajo Freight Lines, Inc.

P & D Larry Chiston filing pay claim in the amount of \$56.80.
Dispute

DECISION: (Committee for Local Operations - Transcript Pg. 86 - 5/8/68)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 17, Denver, Colorado, and
5-8-3731 Santa Fe Trail Transportation Co.

P & D Franke L. Green - seniority was violated December 12, 1967.
Dispute Pay claim in the amount of \$61.56.

DECISION: (Committee for Local Operations - Transcript Pg. 46 - 5/7/68)
M/m/s/c/ that the claim of the Union be upheld.

Case # Local 81, Portland, Oregon, and
5-8-3732 Interstate Motor Lines

P & D The Union is asking the Company to continue paying the personaliz-
Dispute ed rate of pay to Loren Ingram until bid time comes up again.
The Union feels that even though the Company did hire two dock
foremen to take Mr. Ingram's place, that until he has a chance
to bid he should continue to receive the .25¢ an hour above the scale.

DECISION: (Committee for Local Operations - Transcript Pg. 155 - 5/8/68)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 81, Portland, Oregon, and
5-8-3733 Nehalem Valley Motor Freight

P & D Local 81 is protesting the discontinuance by Nehalem Valley of
Dispute Supervisory pay differential for Robert Crowston on January 10/68.
The Company refused to hear this case on the basis of the 45 day
time limit.

DECISION: (Committee for Local Operations - Transcript Pg. 150 - 5/8/68)
M/m/s/c/ that the claim is untimely under Article 43, Section 1 (i) of the Agreement.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 150, Sacramento, California, and
5-8-3734 Interlines Blankenship Motor Express

P & D Union claims men have six starting times by Contract. Men have
Dispute regular status and are not casuals. Company has only five
established starting times. Called regular employees in at other
than regular established starting times and Company must pay
from last established starting time or pay 1-1/2 until next regular
established starting time.

DECISION: (Committee for Local Operations - Transcript Pg. 100 - 5/8/68)
M/m/s/c/ that based on the facts presented the claim of the Union be upheld.

Case # Local 186, Santa Barbara, California, and
5-8-3735 California Motor Express

P & D Mr. Marjil Casso employed by California Motor Express in
Dispute Santa Barbara is regularly using a diesel tractor for city pick-up
and delivery. This equipment is used nightly in Highway operations.
On behalf of Mr. Casso we are asking that he be paid heavy-duty
pay in accordance with the Pick-UP & Delivery Agreement,
Article 48, Section 9.

DECISION: (Committee for Local Operations - Transcript Pg. 94 - 5/8/68)
M/m/s/c/ that the claim of the Union be denied.

Case # Local 208, Los Angeles, California, and
5-8-3736 Basin Truck Lines

P & D The Local Union asks that Richard Nebels be placed on the seniority
Dispute list as of October 13, 1967.

DECISION: (Committee for Local Operations - Transcript Pg. 212 - 5/9/68)
M/m/s/c/ based on the particular facts in this case and upon the ruling in JWAC Case
#2-8-3585, the claim of the Union be denied.

Case # Local 208, Los Angeles, California, and
5-8-3737 Consolidated Freightways

P & D A. L. McMurtrey was placed on an improper layoff by the employer
Dispute due to an alleged physical disability; said improper layoff existing
during the period from and including December 26, 1967, to and
including January 8, 1968.
For and on behalf of McMurtrey, the Local Union claims all monies
earned by the junior employee who worked in his stead during the
period of this improper layoff.

DECISION: (Committee for Local Operations - Transcript Pg. 191 - 5/9/68)
M/m/s/c/ that the position of the Union be upheld.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 208, Los Angeles, California, and
5-8-3738 DC International

P & D James Floyd having bid a 2:00 p.m. starting time on a heavy-duty
Dispute position involving picking up freight at Harvey Aluminum Company
in Torrance, and during the course of this bid Floyd was not per-
mitted to complete his assignment in accordance with his bid, in
respect to making said pick-ups at Harvey Aluminum.
The Union requests that the Employer stand instructed to cease
denying Floyd the right to complete his assigned bid as set forth
herein, and, also that Floyd be compensated in the amount of
monies which he would have earned had it not been for this violation
on the part of the Employer.

DECISION: (Committee for Local Operations - Transcript Pg.171 - 5/9/68)
M/m/s/c/ that this case is improperly before the committee.

Case # Local 208, Los Angeles, California, and
5-8-3739 Quick Service Transfer Company

P & D CASE #587: The Company on January 27, 1968, a premium day,
Dispute worked a junior man (Sandoval) in Montelius' stead. Claim is for
applicable premium day pay for one day.

CASE #588: The Company, on January 27, 1968, premium day,
worked a junior man (Fouret) in John Feaser's stead. Claim is
for a day's pay at the applicable premium day wage.

DECISION: (Committee for Local Operations - Transcript Pg.160 - 5/8/68)
M/m/s/c/ that the claim of the Union be allowed.

Case # Local 208, Los Angeles, California, and
5-8-3740 Transport Cartage & Distributing Co.

P & D On November 23, 1967, I was asked to report to work that evening at
Dispute my regular starting time which is 10:00 pm. I worked until 11:41
the following morning, November 24th, which was Thanksgiving
and returned to work at 10:00 p.m. that evening. The 2 hours on
the 23rd, from 10:00 p.m. until midnight should have been paid at
the rate of time and one-half. The Company also erred in the
computing of the rate of pay for the time from 10:00 p.m. to mid-
night on the 24th of November. The rate of pay for these 2 hours
therefore should be one and one-half times the double time as the
Company has long contended that holidays begin and end at midnight.

DECISION: (Committee for Local Operations - Transcript Pg.137 - 5/8/68)
M/m/s/and Deadlocked that in the case of John Butler the two hours worked on the
evening of November 22nd are in excess of the 32-hour guarantee and should be paid at
time and one-half his rate of pay and that the two hours worked on the evening of November
23rd, which were paid at the double-time rate, are in excess of eight in twenty-four
hours worked on a holiday and should be paid at two times time and one-half and that
the same principle will apply to Ivan Frankel.

NOTE: See Main Committee for final disposition.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 223, Portland, Oregon, and
5-8-3741 Silver Eagle Co.

Office Shift differential has been part of contract prior to entering into
Dispute area wide contract. Was cleared with Western Committee in
1961 - MS-#55. The Union considers this provision part of
present agreement.

DECISION: (Committee for Local Operations - Transcript Pg.122 - 5/8/68)
M/m/s/c/ that the Company be instructed to abide by MS-55 and any money claims to
date be denied.

Case # Local 357, Los Angeles, California, and
5-8-3742 Associated Freight Lines

P & D We protest Company rules as issued in employment application
Dispute and its conditions under Article 54, N.M.F.A. and W.S.A.
Pick-Up and Delivery Agreement.

DECISION: (Committee for Local Operations - Transcript Pg.34 - 5/7/68)
M/m/s/c/ that the issue presented in Case #5-8-3742 be referred back for hearing by
the Southern California Joint State Committee on its merits.

Case # Local 357, Los Angeles, California, and
5-8-3743 Pacific Motor Trucking

P & D For and on behalf of: A. D. Herrera. I am a bid piggy packer
Dispute helper. On January 9, 1968, P.M.T. Foreman Hannagen by-
passed me and asked two junior men to work premium pay. The
two junior men were D. Loera and R. Pinon, Jr. Those men
worked 3-1/2 hours of premium pay. My seniority rights were
violated, therefore, I claim all monies due me. I claim \$23.45.

DECISION: (Committee for Local Operations - Transcript Pg.56 - 5/7/68)
M/m/s/c/ that the Union's position be upheld.

NOTE: Cases #5-8-3743 and #5-8-3744 were heard together and the same decision applies.

Case # Local 357, Los Angeles, California, and
5-8-3744 Pacific Motor Trucking

P & D Claim in behalf of Norman Neal for overtime worked by a
Dispute junior man on January 16, 17, 18, 1968.

DECISION: The decision in Case #5-8-3743 applies.

Case # Local 357, Los Angeles, California, and
5-8-3745 Pacific Motor Trucking

P & D Money claim in behalf of J. Tambarelli and J. Romero. Local
Dispute 357 is claiming a day's pay for the two senior men laid off and
non-Union people were worked in their stead.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 357, Los Angeles, California, and
5-8-3746 Santa Fe Transportation Company

P & D Claim of William C. Mellor, Jr. for time worked by junior men
Dispute on the following dates: December 5, and 7th, January 3, 4, 8,
9, 1968.

DECISION: (Committee for Local Operations - Transcript Pg.39 - 5/7/68)
M/m/s/and Deadlocked that the claim of the Union be upheld.

NOTE: See Main Committee for final disposition.

Case # Local 357, Los Angeles, California, and
5-8-3747 T.I.M.E. Freight Lines

P & D For and on behalf of Raymond C. Pelton: "After being disabled
Dispute from an injury sustained on the job on July 18, 1966, I was
released by the doctor appointed by the Company Insurance
Carrier to return to work because the Industrial Clinic would not
release me until they reviewed my medical records. I want to
claim all monies due me since time lost, February 19, 1968."

DISPOSITION: Postponed.

Case # Local 357, Los Angeles, California, and
5-8-3748 Transcon Lines

Office For and on behalf of Marie E. Morgan, Donald Sparks, and
Dispute Donald L. Kring. At this writing our starting time is 10:00 p.m.,
however, with this starting time it constitutes a Tuesday through
Saturday shift instead of a Monday through Friday. Therefore,
we feel we are entitled to time and one-half after 12:01 a.m.,
November 4, 11, 18, and 25th, and December 2, 9, and 16th.
Total amount of claim \$70.98 for Marie E. Morgan; \$70.98 for
Sparks, and \$64.26 for Kring.

DECISION: (Committee for Local Operations - Transcript Pg.69 - 5/7/68)
M/m/s/c/ that the claim of the Union be allowed.

Case # Local 357, Los Angeles, California, and
5-8-3749 Transcon Lines

P & D CASE #254: For and on behalf of Henry Dickerson. I have
Dispute worked for Transcon Lines 14 days in September and 21 days in
October, 1967. By the rules of the Union Contract, I should be a
regular employee of the Company, but am not and I wish to know why

CASE #255: For and on behalf of Wilbert Harris: I am requesting
an investigation as to why Transcon Lines refuses to hire me steady

DECISION: (Committee for Local Operations - Transcript Pg.74 - 5/8/68)
M/m/s/c/ that the claim is untimely filed under Article 43; Section 1 (i) of the
Agreement.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
5-8-3750 Transport Cartage & Distributing Company

P & D For and on behalf of C. Lauricella: Since being transferred from
Dispute Universal Carloading dock to TCD, I was reduced .20¢ per hour
from \$3.91 to \$3.71 which I have been receiving for six years.
I am asking for .20¢ per hour for my personalized rate of pay
of \$3.91 per hour - all monies due me until this grievance is
resolved.

DECISION: (Committee for Local Operations - Transcript Pg.77 - 5/8/68)
M/m/s/c/ that the claim of C. Lauricella be denied in Case #5-8-3750 and that the
claim of Edward Landis in Case #5-8-3751 be allowed.

NOTE: Cases #5-8-3750 and #5-8-3751 were heard together.

Case # Local 357, Los Angeles, California, and
5-8-3751 Transport Cartage & Distributing Company

P & D For and on behalf of Edward Landis: "Since being transferred from
Dispute Universal Carloading Dock to TCD, #1, dock, I was reduced .20¢
per hour from \$3.91 to \$3.71 which I have been receiving for five
years. For the last 5 or 6 years my bid classification has been
and still is loader-checker. I request my personalized rate of pay
be restored to me and all money lost due to reduction in pay."

DECISION: (Committee for Local Operations - Transcript Pg.77 - 5/8/68)
M/m/s/c/ that the claim of C. Lauricella be denied in Case #5-8-3750 and that the
claim of Edward Landis in Case #5-8-3751 be allowed.

NOTE: Cases #5-8-3750 and #5-8-3751 were heard together.

Case # Local 542, San Diego, California, and
5-8-3752 Walkup's Merchants Express

P & D On November 7, 1967, Humberto Amador was put on layoff status.
Dispute Since that time Merchants changed their terminals to C.M.E.'s
dock. C.M.E. has been delivering some of Merchants freight
and using C.M.E. people to check the freight from Merchants
trailers. Also, line drivers are delivering in San Diego while
Amador is on layoff. We are requesting the Company return this
man to work with full seniority and compensate him for all lost time.

DECISION: (Committee for Local Operations - Transcript Pg.14 - 5/7/68)
M/m/s/c/ that if it can be shown that Walkup's Merchants Express is turning freight
to the other carriers within the San Diego area then the employee in question shall be
given an opportunity to perform such work and the money claim of the Union is denied.

Case # Local 690, Spokane, Washington, and
5-8-3753 Northern Pacific Transport Co.

P & D The Company at Spokane dispatches one employee to Coeur d'Alene,
Dispute Idaho, and Pullman, Washington. The employee has to unload
automobiles off the railhead from tri-level cars, using a portable
hoist. Local 690's position is there shall be two men on duty for
this type of tri-level, piggyback unloading.

DECISION: (Committee for Local Operations - Transcript Pg.109 - 5/8/68)
M/m/s/c/ that the claim of the Union be allowed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 692, Long Beach, California, and
5-8-3754 City Transfer

P & D On December 2, 1967, which was a Saturday, a man by the name
Dispute of Anderson who is junior in seniority to Lyle Hickcox, who was below him on the rotating board for weekend work was worked. Mr. Hickcox remained at home. We therefore ask for 8 hours at one and one-half times the hourly rate of pay for Mr. Hickcox.

DISPOSITION: Settled and Withdrawn.

Case # Local 692, Long Beach, California, and
5-8-3755 City Transfer

P & D On December 6, 1967, Max Gerlach started at 6:00 a.m. and
Dispute finished at 5:15 p.m. and Norman Sybert, who is senior to Gerlach, started at 7:30 in the morning and worked until 4:45. We are asking for the two hour difference for Mr. Sybert.

DISPOSITION: Settled and Withdrawn.

Case # Local 692, Long Beach, California, and
5-8-3756 Owl Constructors

Office Local 692 takes the position that the seniority of our member,
Dispute Dixie Keller was violated on December 6, 1967 when she was removed from a job in the Purchasing Department that she had held for approximately 2-1/2 years. A non-unit employee was placed in this position. We ask that Owl Truck be instructed to replace Miss Keller in this position or that it be placed for bid.

DECISION: (Committee for Local Operations - Transcript Pg. 134 - 5/8/68)
M/m/s/c/ that this case be referred back to the Joint State Committee to be heard on its merits.

Case # Local 898, El Centro, California, and
5-8-3757 Imperial Truck Lines

P & D Mr. Magness contends that Mr. McBride is not entitled to these
Dispute monies, that he is not a working Foreman, although for the past three years Mr. McBride has received the working Foreman's rate of pay. Monies due A. I. McBride: The amount of \$116.66 is due on regular straight time pay based on \$3.94 per hour and \$27.67 is due on overtime rate of pay based on \$5.91 per hour, making a total of \$144.33 due to Mr. McBride as of the past pay period of January 27, 1968.

DISPOSITION: Postponed.

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE

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Case # 5-8-3758	L-622	<u>MARY L. BAKER</u> , member of Local 357, Los Angeles, California. Employee of California Motor Express, Ltd. Request is for a period of 90 days, effective February 5, 1968, for the purpose of Personnel Director, the duties of which are not covered by Western States Area Master Freight Agreement.
	L-623	<u>FRANK V. BROWN</u> , member of Local 235, Orange, California. Employee of Consolidated Freightways, Clark-Inland Cartage Division. Request is for a period of 90 days, effective December 30, 1967, for the purpose of change of classification to Dock Foreman.
	L-624	<u>R. LYNN COLE</u> , member of Local 357, Los Angeles, Calif. Employee of Transcon Lines. Request is for a period of 90 days, effective March 11, 1968, for the purpose of accepting a salaried position with Transcon.
	L-625	<u>HUGH P. FITZGERALD</u> , member of Local 672, Bremerton, Washington. Employee of Black Ball Freight Service. Request is for a period of 90 days, effective March 1, 1968, for the purpose of Dispatching.
	L-626	<u>DONALD R. NEELY</u> , member of Local 208, Los Angeles, California. Employee of I. C. X. - J. Christenson Co. Request is for a period of 90 days, effective March 4, 1968, for the purpose of assisting Dispatcher until replacement is available. NOTE: A 30 day Leave was granted at the November, 1967 JWAC Meeting - Case #11-7-3358 - L-592, commencing October 23, 1967. Also, 20 day Leave was granted at the August, 1967 JWAC Meeting - Case #8-7-3147 - L-569, commencing July 17, 1967. Also, 30 day Leave was granted at the February, 1967 JWAC Meeting - Case #2-7-2800 - L-524, commencing December 1, 1966.
	L-627	<u>BRUCE L. ROSE</u> , member of Local 357, Los Angeles, Calif. Employee of Western Carloading Company. Request is for a period of 90 days, effective March 18, 1968, for the purpose of accepting position of Business Agent in Local 357.
	L-628	<u>THOMAS B. TUNNEY</u> , member of Local 208, Los Angeles, California. Employee of Willig Freight Lines. Request is for a period of 90 days, effective February 19, 1968, for the purpose of accepting position of Driver Supervisor with Company.
	L-629	<u>MELVIN W. SCHAUF</u> , member of Local 208, Los Angeles, California. Employee of Superior Fast Drayage d/b/a/ Superior Express. Request is for a period of 90 days, effective March 14, 1968, for the purpose of trial front Dock Supervisor.
	L-630	<u>WILLIAM D. OROZCO</u> , member of Local 492, Albuquerque, New Mexico. Employee of I. C. X. Request is for a period of 90 days, effective March 4, 1968, for the purpose of working for the Union.

(Continued)

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE

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Case # 5-8-3758	L-631	JOE CUCCIA, member of Local 235, Orange, California. Employee of Moore Business Forms, Inc. Request is for a period of 90 days, effective March 25, 1968, for the purpose of assuming dispatching duties for Moore Business Forms, Los Angeles Distribution Center.
	L-632	PERCY S. COLSON, member of Local 224, Los Angeles, California. Employee of Post Transportation Company. Request is for a period of 90 days, effective March 18, 1968, for the purpose of accepting non-covered position with the Company. NOTE: A 50 day Leave of Absence was granted at the November, 1967 JWAC Meeting - Case #11-7-3358 - L-586, commencing September 12, 1967.
	L-633	STANLEY TURSKI, member of Local 357, Los Angeles, California. Employee of March Transport Company. Request is for a period of 90 days, effective April 1, 1968, for the purpose of going on salary as Dispatcher.
	L-634	ARTURO MARTINEZ, member of Local 357, Los Angeles, California. Employee of System 99. Request is for a period of 90 days, effective April 1, 1968, for the purpose of Dock Foreman at this terminal.
	L-635	KENNETH TOOTHMAN, member of Local 208, Los Angeles, California. Employee of Valley Express Co. Request is for a period of 22 days, effective March 11, 1968, for the purpose of working as Dock Foreman.
	L-636	LOUIS J. SMEYKAL, member of Local 224, Los Angeles, California. Employee of Consolidated Copperstate Lines. Request is for a period of 30 days, effective February 20/68, for the purpose of Supervision.
	L-637	ARTHUR M. McCAHAN, member of Local 208, Los Angeles, California. Employee of Pacific Motor Trucking. Request is for a period of 90 days, effective April 1, 1968, for the purpose of Supervisory work.
	L-638	DOMINICK L. ARMOCIDO, member of Local 208, Los Angeles, California. Employee of Valley Copperstate, Valley Express Co. Division. Request is for a period of 90 days, effective April 1, 1968 for the purpose of working for Company in capacity of Dock Supervisor.
	L-639	WARREN LEASH, member of Local 81, Portland, Oregon, Employee of Consolidated Freightways. Request is for a period of 90 days, effective February 4, 1968, for the purpose of taking Supervisory position with Consolidated Freightways.
	L-640	EARL L. MARSHALL, member of Local 222, Salt Lake City, Utah. Employee of Pacific Intermountain Express. Request is for a period of 90 days, effective April 1, 1968, for personal reasons.

(Continued)

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE

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Case # 5-8-3758	L-641	<u>EMMETT WYATT</u> , member of Local 17, Denver, Colorado. Employee of Rio Grande Motor Way, Inc. Request is for a period of 90 days, effective April 16, 1968, for the purpose of Trainee as Dock Foreman.
Late Filings	L-642	<u>DeFOREST E. COREY</u> , member of Local 492, Albuquerque, New Mexico. Employee of Navajo Freight Lines, Inc. Request is for a period of 90 days, effective April 8, 1968, for the purpose of taking care of wife.
	L-643	<u>FLOYD R. HENEGER</u> , member of Local 961, Denver, Colorado. Employee of Scott Truck Lines, Inc. Request is for a period of 90 days, effective April 3, 1968, for the purpose of working as Shop Supervisor.
	L-644	<u>DAVID ORTEGA</u> , member of Local 357, Los Angeles, California. Employee of Consolidated Copperstate Lines. Request is for a period of 90 days, effective April 23/68, for the purpose of trainee for Billing Department Supervisor.
	L-645	<u>ROGER UNDERHILL</u> , member of Local 468, Oakland, California. Employee of Pacific Motor Trucking Company. Request is for a period of 60 days, effective April 8, 1968, for the purpose of accepting a non-covered position.
	L-646	<u>JOSEPH P. FALCETTI</u> , member of Local 208, Los Angeles, California. Employee of Transcon Lines. Request is for a period of 90 days, effective April 22, 1968, for the purpose of accepting a position not covered by the Agreement.
	L-647	<u>JOSEPH C. LUCE</u> , member of Local 357, Los Angeles, Calif. Employee of States Warehouses, Inc. Request is for a period of 90 days, effective April 22, 1968, for the purpose of becoming part of the Management group of States Warehouses, Inc.

DECISIONS:

(Sub-Committee - Transcript Pg. 219 through 246)
The above Leaves of Absence were approved with the following exceptions:

L-626	<u>DONALD R. NEELY</u> : (Transcript Page 223 - 5/10/68) Request Denied. Mr. Neely to be notified on May 13, 1968 he is to return to his bargaining unit work by May 20, 1968 or forfeit all his seniority rights.
L-632	<u>PERCY S. COLSON</u> : (Transcript Pg. 230 - 5/10/68) M/m/s/c/ Mr. Colson is entitled to 40 days additional leave of absence and that the request for 50 further days is denied; therefore, he is to be notified on May 13, 1968 that he must return to his bargaining unit work by May 20, 1968 or forfeit all his seniority rights.
L-635	<u>KENNETH TOOTHMAN</u> : (Transcript Pg. 234) <u>Request Withdrawn.</u>
L-640	<u>EARL L. MARSHALL</u> : (Transcript Pg. 239) This being a personal leave request, it does not require any action by this committee.
L-642	<u>DeFOREST E. COREY</u> : (Transcript Pg. 241) This is a personal leave and it does not require any action by this committee.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
5-8-3782 Consolidated Freightways

P & D Jack E. Slover is a Salt Lake City dockman. The Union claims
Dispute he is entitled to the checker rate of pay because the Company
requires him to sign or initial the freight bills.

DECISION: (Committee for Local Operations - Transcript Pg. 202 - 5/10/68)
M/m/s/and Deadlocked that the position of the Union be upheld.

NOTE: Cases #5-8-3782 and #5-8-3785 were heard together and the same decision applies.
See Main Committee for final disposition.

Case # Local 222, Salt Lake City, Utah, and
5-8-3785 Pacific Intermountain Express

P & D Jay Ovard is a Salt Lake dockman. The Union claims he is entitled
Dispute to the checker rate of pay. He unloads inbound Company line units,
loads out-bound Company line units for pickups, and notes excep-
tions as to count or condition on the bills. There is no issue of
receiving freight from interline carriers for customers.

DECISION: The decision in Case #5-8-3782 applies.

Case # Local 222, Salt Lake City, Utah, and
5-8-3874 I. M. L. Freight, Inc.

P & D When the Company re-employed Mr. Margetis in accordance with
Dispute JSC decision on July 5, 1966, it paid him the dockmen's rate of
pay, .10¢ less than the rate being paid to dockmen in that classif-
ication on May 5, 1965. Mr. Margetis continued to work as a
dockman at the lower rate of pay without complaint until February
of 1968, when he raised the issue for the first time. The Union
filed the instant case on March 29, 1968, contending that
Mr. Margetis was entitled to the .10¢ per hour additional pay
retroactive to July 5, 1966.

DECISION: (Committee for Local Operations - Transcript Pg. 179 - 5/9/68)
M/m/s/c/ that the position of the Union be upheld and that Mr. Margetis be paid
retroactively up to and including 45 days prior to the filing of the present grievance.

Case # Local 542, San Diego, California, and
5-8-3875 O. N. C. Motor Freight System

Office The Terminal Manager, Bud Kleinsmith, at Escondido terminal is
Dispute doing the work that William Redheffer should be doing. We are
requesting that this man be returned to work and compensated
for all time lost.

DECISION: (Committee for Local Operations - Transcript Pg. 2 - 5/7/68)
M/m/s/c/ that William Redheffer is on an improper layoff and that he be returned to
work and compensated forty hours per week for each week during which management
performed his duties from January 15, 1968 at the Group IV rate, plus Health and
Welfare and Pension payments, less any moneys earned elsewhere.

MAIN COMMITTEE

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 741, Seattle, Washington, and
8-7-3296 Garrett Freightlines, Inc.

Warning Teamster Local 741 protests the 67 warning letters written on April
Letters 26, 1967 by Garrett Freightlines, received in Local 741's office on
April 27, 1967 by registered mail.

DISPOSITION: Postponed.

Case # Local 231, Bellingham, Washington,
8-7-3303 Local 741, Seattle, Washington, and
Lynden Transfer, Inc.

O-T-R Locals 231 and 741 are protesting the mileage rate being paid by
Dispute Lynden Transfer on their Lynden to Prince Rupert run.
This grievance is filed by mutual agreement of the parties involved.

DECISION: (Main Committee - Transcript Pg. 324 - 5/9/68)
In accordance with the directive of the National Grievance Committee, dated March
15, 1968, the sub-committee, consisting of Roy Williams and Verne Milton, met
with the Company and the Unions and reached the following decision in the disposition
of JWAC Case #8-7-3303:
The Alaska Rider will apply to the portion of the run from Seattle to Prince George.
The portion of the run from Prince George to Prince Rupert will be under the Eleven
Western States Over-The-Road Agreement mileage rates plus negotiated increases.
Full retroactivity will be paid back to July 1, 1967.

Case # Local 208, Los Angeles, California, and
11-7-3343 Pacific Motor Trucking Company

P & D H. C. Tamburelli claims, pending examination of the records, monies
Dispute earned by junior employees who were worked in his stead as follows:
P. Cramer on dates of June 21, 1967 and July 13, 1967. M. Rhoden
on dates of June 22nd, 26th, 27th, 28th, 29th, July 5th, 6th, 10th,
11th, 12th, 13th, 1967.

DECISION: (Main Committee - Transcript Pg. 401 - 5/9/68)
M/m/s/c/ that based on the letter of understanding dated December 29, 1966 between
Local 208 and P. M. T. and the clarification on the record, the claim of the Union
be upheld.

Case # Local 85, San Francisco, California, and
11-7-3379 Santa Fe Trails

Joint Under piggy-back plan 4, the Company is unloading pigs at the pig
Council #7 ramp in Oakland then taking them to San Francisco with a Local 70
Dispute driver and dropped at consignee and unloaded by Local 85 personnel.
Union's position is that if a Local 70 driver stays with the trailer
they have objection, but if the trailer is dropped at consignee a
Local 85 man should be left with the trailer.

DISPOSITION: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 287, San Jose, California, and
11-7-3410 Pacific Motor Trucking

Joint Work jurisdiction. The Company is dropping trailers at the
Council #7 Payless Drug Stores for Van Load Sales. These trailers are
Dispute left at the consignee for two, three or four days. The Union's
position is that the Company may not drop trailers without
local men in attendance.

DISPOSITION: Postponed.

Case # Local 468, Oakland, California, and
11-7-3422 Pacific Motor Trucking

O-T-R Runaround for Vernon Cramer. A Los Angeles driver on the
Dispute preferred extra board left Oakland with a Stockton load. He
dropped the load at Stockton, picked up a Los Angeles load and
proceeded to his home terminal. The Union's position is that
the Stockton load was short line work and he is filing runaround
for a shortline driver.

DISPOSITION: Postponed.

Case # Local 468, Oakland, California, and
11-7-3482 Pacific Intermountain Express

O-T-R Union is filing for difference between an Omaha and a Twin
Dispute Cities dispatch (Pay Log #151275) for grievants Silva and
Chatburn.

DISPOSITION: Postponed.

Case # Local 208, Los Angeles, California, and
2-8-3538 Consolidated Freightways

P & D On behalf of George David the Union requests the reinstatement
Dispute of David together with all seniority rights and benefits, and with
back pay for all time lost from the date of March 30, 1967.

DECISION: (Main Committee - Transcript Pg. 731 -(February)
M/m/s/c/ that George David be compensated for all time lost since November 8, 1967,
less moneys earned elsewhere, and he shall be returned to work on the first shift
of the week commencing February 18.

NOTE: The above action of the Main Committee was not reported in the February,
1968 Minutes of the JWAC. Please correct your Minutes accordingly.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 70, Oakland, California, and
2-8-3562 Ringsby Truck Lines

Joint The Company is trapping American President Lines vans at the
Council #7 consignee or shippers in Local 70 jurisdiction. The shipper
Dispute or consignee is loading or unloading the freight. The Union's
position was that the driver should remain with the van.

DISPOSITION: Postponed.

Case # Local 81, Portland, Oregon, and
2-8-3563 Consolidated Freightways

O-T-R Dispute Dispute over runaround claim for Erickson and Davis who were
not properly dispatched at Los Angeles on October 6, 1967.

DISPOSITION: Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
2-8-3564 Consolidated Freightways

O-T-R Dispute The Union contends that Dickson and Thommen were called to
work 4 hours after they arrived in Los Angeles. They wanted
8 hours rest and since they were called to work on their 6th
hour the Union feels they should be paid.

DISPOSITION: Settled and Withdrawn.

Case # Local 85, San Francisco, California, and
2-8-3580 Delta Lines, Inc.

Joint Union's position was that the Company used a swing shift
Council #7 hostler to pick up freight at the airport and bring it to the ter-
Dispute minal. The Union is asking for time and a half for the grievant's
entire shift.

DISPOSITION: Postponed.

Case # Local 85, San Francisco, California, and
2-8-3582 Willig Freight Lines

O-T-R Dispute Union contends that driver Ellis Brown was dispatched out of
order and is claiming mileage to Fresno and return.

DISPOSITION: Settled and Withdrawn

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 190, Billings, Montana, and
 2-8-3596 N. P. Transport

Clarification The Union is claiming 1-1/2 hours a day at overtime rate for Thomas A. Clark and R. L. Heiser for mechanics doing Teamsters work.

DISPOSITION: Postponed.

Case # Local 224, Los Angeles, California, and
 2-8-3603 Los Angeles - Seattle Motor Express

O-T-R Case #95: Local 224 on behalf of Joe Comeaux claims 4-1/2
 Dispute hours misdispatch on 11-1-67 at Stockton, California. We request the Jsc to instruct the Company to continue the past practice of first-in, first-out, and pay Mr. Comeaux 4-1/2 hours at the long line hourly rate.
 Case #97: Local 224 on behalf of Charles E. Bissitt claims misdispatch at the Stockton layover point on 12/6/67 - 1 - 1/2 hours; 12/8/67, 1-1/2 hours. Historically, Los Angeles based drivers have been dispatched out of Stockton first-in, first-out.

DECISION: (Main Committee - Transcript Pg. 244 - 5/8/68)
 M/m/s/c/ that in view of the historic dispatch practice which prevailed on the Los Angeles-Stockton division prior to the Change of Operations of October, 1967, and the addition of new single-man runs as a result of that change, the Company and the Union be directed to poll by secret ballot the single-man drivers involved as to whether they return from the Stockton layover point on a first-in, first-out basis or on a man-to-man basis.

Case # Local 315, Martinez, California, and
 2-8-3609 Consolidated Freightways

Tanker Union asking for pay for Joe Nisonger for 12/5/67 for trip from
 Dispute Long Beach to San Pablo as sleeper team was sent out one hour after Joe had available hours from Long Beach through Martinez.

DECISION: (Main Committee - Transcript Pg. 317 - 5/9/68)
 M/m/s/c/ based on the dispatch rules between 692 and the Company, the claim of the Union be denied and that both Locals and the Company get together to resolve conflict in rules.

Case # Local 315, Martinez, California, and
 2-8-3610 Delta Lines

Joint The Union protested the Company's using drivers from another
 Council #7 Local jurisdiction to make pick-ups and deliveries in Local
 Dispute 315's area. They asked for 8 hours pay for the top man in the hiring hall.

DECISION: (Main Committee - Transcript Pg. 418 - 5/10/68)
 M/m/s/c/ if a local man was on layoff at the Company's Pittsburg terminal, which is within 315's jurisdiction the claim is upheld.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 468, Oakland, California, and
2-8-3618 O. N. C. Fast Freight

O-T-R Union claiming 8 hours runaround December 18, 1967 in the
Dispute name of Joseph Moniz.

DISPOSITION: Postponed.

Case # Local 551, Lewiston, Idaho, and
2-8-3622 Garrett Freightlines

O-T-R Sleeper team, Christinsen and Suddeth, depriving regular
Dispute Lewiston station road driver of work on November 10, 1967.
Union claims wages for local driver.

DISPOSITION: Postponed.

Case # Local 692, Long Beach, California, and
2-8-3624 Consolidated Freight - Bulk Commodities

Tanker Case #T-107-862: Local 692 asks pay for proper Los Angeles
Dispute sleeper team for trip that Martinez sleeper team made to
Seattle on 9/1/67 and return.

Case #T-107-865: Union claims pay for proper Los Angeles
sleeper team on 9/21/67 when Martinez men pulled trip to
Seattle and return.

DISPOSITION: Settled and Withdrawn.

Case # Local 741, Seattle, Washington, and
2-8-3627 Consolidated Freightways, Inc.

Interpre- Does Article 50 of the Pick-Up & Delivery Supplement, Page 39
tation which reads, "No employee shall be called on the above named
holidays for less than a full day, " pertain to casual employees
hired on a premium day?

DECISION: (Main Committee - Transcript Pg. 115 - 5/7/68)
M/m/s/c/ that because it was not a holiday that the claim of the Union be denied and
the men were properly paid.

Case # Local 222, Salt Lake City, Utah, and
2-8-3674 I. M. L.

O-T-R The Union makes this claim on behalf of three Salt Lake sleeper
Dispute teams, N. F. Miller and N. H. Johnson, Don Andresson and
Fred Hoff, and Roy C. Leavitt and Al Trease. A Salt Lake
sleeper team was dispatched from Salt Lake City to a named
lay point (Cincinnati, Ohio), and from that point was re-dispatched
to St. Louis, Missouri, and placed off duty. It is the Union's
position that all of the time spent at St. Louis is payable.

DECISION: See Page #37 for Decision.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 222, Salt Lake City, Utah, and
2-8-3674 I. M. L.

O-T-R
Dispute (Continued from Page #36)

DECISION: (Main Committee - Transcript Pg. 134 - 5/8/68)
M/m/s/c/ that the Western States Area Over-The-Road Supplemental Agreement (1967-1970) will apply to I. M. L.'s operation between Salt Lake City and Chicago, Kansas City, St. Louis, Louisville, Cincinnati, Columbus and Dayton with the following four (4) exceptions:

(1) The Company will continue to pay the Central States Area mileage rate east of Cheyenne, Wyoming. (2) The Company will continue to pay the Central States Area Contract Application as it pertains to loading and unloading en route. (3) The Company will continue to pay the Central States Area Contract Application as it pertains to deadheading. (4) On dispatches from Salt Lake City to one of the two (2) breakbulk terminals in the Central States Area, the Company will have the option to exercise the layover provision of Article 54, Section 9, Western States Area Over-The-Road at either of the two (2) breakbulk terminals, but not both, at the time the sleeper cab is at either terminal. The two (2) breakbulk terminals mentioned above are St. Louis and Cincinnati. At a time when the Company is able to move the St. Louis breakbulk to Dayton, the two (2) breakbulk terminals will become Dayton and Cincinnati.

Case # Local 386, Modesto, California, and
2-8-3677 Fairbanks Trucking, Inc.

Master Union claims Fairbanks bought out E. J. Gallo Tank who employ
Dispute 8 men. These men were hired by the Company and should retain
Company seniority for fringe purposes. These men are doing
the same identical work they did for Gallo.

DISPOSITION: Postponed.

Case # Local 386, Modesto, California, and
2-8-3678 Yolo Transportation Co.

O-T-R Company used sub-haulers on December 7 and 10, 1967; left
Dispute regular men home. Claiming time lost for regular drivers.

DISPOSITION: Postponed.

Case # Local 431, Fresno, California, and
2-8-3679 American Transfer Co.

O-T-R Union claims pay for E. L. Booker when four men with less
Dispute seniority worked and he sat home.

STIPULATED DECISION: (Main Committee - Transcript Pg. 233 - 5/8/68)
"This dispatch procedure vacates and supersedes all prior dispatch procedures and past practices relating to dispatching, whether these procedures and past practices be written or unwritten.
(1) Basic dispatch will start at 6:00 p.m. Monday through Friday. (2) On weekends freight drivers will be notified by 12:00 noon, Saturday, of their dispatch time for Sunday p.m. or Monday a.m. (3) Tank drivers dispatch time will start at 6:00 p.m. 7 days per week. (4) Drivers desiring time off must make a written request 24 hours in advance. (A) Time off must be approved by dispatcher. (5) As of April 1, 1968, all freight and tank drivers will remain on their assigned truck and tractors.

(Continued on Page #38)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 431, Fresno, California, and
2-8-3679 American Transfer Co.

O-T-R
Dispute (Continued from Page #37)

- (6) The freight Board will consist of general freight trucks, poles and claw trucks.
- (7) The Tank Board will consist of pressure tanks and general tank trucks.
- (8) No freight drivers qualified as a tank driver will be used until all tank drivers are used.
- (9) No freight driver qualified as a freight driver will be used until all freight drivers are used.
- (10) In case of layoff, any man in a specific category will be allowed to qualify on his own time and expense in any other category for job opportunities that a man with less seniority might be working.

These dispatch rules were agreed unanimously by the employees. They are signed by Local 431 and the Company.

Case # Local 692, Long Beach, California, and
2-8-3681 Pacific Intermountain Express

Tanker
Dispute On October 13, driver Hauser loaded a load for Salt Lake City. On either the 13th or 14th, the truck left Wilmington with a Texas sleeper team for Salt Lake City for an October 16 delivery. We feel this is a violation of our agreement with P.I.E. and are therefore asking for an examination of the Company records to determine which of our teams would have been eligible for the load and we request they be reimbursed for this trip.

STIPULATED DECISION: (Main Committee - Transcript Pg. 188 - 5/8/68)
First available team will be paid eight hours to each man with the understanding that the Company and the Union will clarify dispatch rules regarding the application of the Texas Rider, Article 3.

Case # Local 208, Los Angeles, California, and
5-8-3740 Transport Cartage & Distributing Co.

P & D
Dispute On November 23, 1967, I was asked to report to work that evening at my regular starting time which is 10:00 p.m. I worked until 11:41 the following morning, November 24th which was Thanksgiving and returned to work at 10:00 p.m. that evening. The 2 hours on the 23rd, from 10:00 p.m. until midnight should have been paid at the rate of time and one-half. The Company also erred in the computing of the rate of pay for the time from 10:00 pm to midnight on the 24th of November. The rate of pay for these 2 hours therefore should be one and one-half times the double time as the Company has long contended that holidays begin and end at midnight.

DECISION: (Main Committee - Transcript Pg. 444 - 5/9/68)
M/m/s/c/ that the overtime pay regarding Sunday as decided in previous decisions will apply here and that the Company has paid correctly.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 357, Los Angeles, California, and
5-8-3746 Santa Fe Transportation Company

P & D Claim of William C. Mellor, Jr. for time worked by junior
Dispute men on the following dates: December 5th and 7th, January 3,
4, 8, 9, 1968.

DECISION: (Main Committee - Transcript Pg. 444)
M/m/s/c/ that William C. Mellor, Jr. shall be dispatched in his proper seniority
order and the claim of the Union is upheld based on the facts submitted.

Case # Local 17, Denver, Colorado, and
5-8-3759 I. M. L. Freight, Inc.

Master Local 17 asks for a hearing and decision from the committee
Dispute on Article 38, Section 5, Paragraph C.

DECISION: (Main Committee - Transcript Pg. 325 - 5/9/68)
M/m/s/c/ the claim of the Union be denied.

Case # Local 81, Portland, Oregon, and
5-8-3760 Garrett Freightlines

O-T-R Local 81 is requesting packing and moving expenses for a
Dispute driver who was moved from Pendleton to Portland as a result
of an operational change.

DECISION: (Main Committee - Transcript Pg. 140 - 5/8/68)
M/m/s/c/ that the packing materials be furnished but the claim for packing charges
is denied.

Case # Local 81, Portland, Oregon, and
5-8-3761 Garrett Freightlines

O-T-R Local 81 is in dispute with Garrett Freightlines over a runaround
Dispute claim for Robert Stedman on March 29, 1967.

DECISION: (Main Committee - Transcript Pg. 143 - 5/8/68)
M/m/s/c/ that if the history of the Company's operation proves that Rule No. 6
applies only at the home terminal, that the claim is denied. Otherwise it is to be
paid if it applies at both places.

Case # Local 81, Portland, Oregon, and
5-8-3762 Garrett Freightlines

O-T-R Runaround claim for driver W.E. Barger for trip to Spokane
Dispute on November 29/67 which was pulled by a junior man.

DECISION: (Main Committee - Transcript Pg. 148 - 5/8/68)
M/m/s/c/ that due to the facts the claim be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
5-8-3763 Los Angeles - Seattle Motor Express

O-T-R Local 81 is in dispute with LASME over 2-3/4 hours wait time
Dispute for driver Miles Altermatt, at Yreka, California on January
31, 1968.

DISPOSITION: Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
5-8-3764 Nehalem Valley Motor Freight

O-T-R The Union contends that Al Price is a line driver working on
Dispute the extra board and is not an assigned bid man. Mr. Walton
is a local pick-up and delivery man and pulled a line trip to
Wauna. Mr. Price was available and should have pulled the trip.

DISPOSITION: Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
5-8-3765 Nehalem Valley Motor Freight

O-T-R Protest of the Company's practice of utilizing Longview
Dispute employees in pulling freight from Portland to St. Helens area.

DISPOSITION: Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
5-8-3766 Nehalem Valley Motor Freight

O-T-R Dispute over runaround claim of driver Albert Price brought
Dispute about by a Longview driver pulling a Clatskanie and Wauna
trailer out of Portland on December 15, 1967.

DISPOSITION: Settled and Withdrawn.

Case # Local 81, Portland, Oregon, and
5-8-3767 Pacific Intermountain Express

O-T-R Abuse of free time claim for drivers Al Gilman and D.E. Summers,
Dispute which occurred in Chicago.

DISPOSITION: Settled and Withdrawn.

JWAC Minutes
May 6-7-8-9-10
1968

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 81, Portland, Oregon, and
5-8-3768 Sites Silverwheel

O-T-R Local 81 is in dispute with Sites Silverwheel over the seniority
Dispute rights of Perry Blanchard.

DECISION: (Main Committee - Transcript Pg. 377 - 5/9/68)
M/m/s/c/ that based on the facts the claim be denied.

Case # Local 81, Portland, Oregon, and
5-8-3769 Trans-Western Express

Master The Union is contending that in accordance with Article 34,
Dispute Sections 1 and 2, moonlighters shall be paid all benefits including
Health and Welfare and holidays, as per the Agreement. The
Union is claiming the Company is using moonlighters and paying
them on a casual basis.

DECISION: (Main Committee - Transcript Pg. 206 - 5/8/68)
M/m/s/c/ that the Union's claim be denied.

Case # Local 150, Sacramento, California, and
5-8-3770 J. Christensen Co.

O-T-R Pay claim - James Tytler and Gary Day. Union claims Los
Dispute Angeles terminal used two lease trucks to do pick-up and delivery
work in Sacramento. Article 52 of the O.T.R. claimed.
This should have been local work and claim is for 16 hours for
two men.

DECISION: (Main Committee - Transcript Pg. 359 - 5/9/68)
M/m/s/c/ based on the Change of Operations granted J. Christensen Company, the
claim be denied.

Case # Local 190, Billings, Montana, and
5-8-3771 Garrett Freightlines

O-T-R One round trip for Thomas Dunn, Helena and return, plus
Dispute work time for sleepers doing single man work.

DISPOSITION: Postponed.

Case # Local 180, Los Angeles, California, and
5-8-3772 Illinois - California Express

O-T-R Schmelzle, who is entitled to three weeks, requested the last
Dispute two weeks in December and the first week in January. The
Company denied this request claiming that no vacations would
be granted over Christmas.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case #
5-8-3773

Local 180, Los Angeles, California, and
Illinois - California Express

O-T-R
Dispute

This team was called for 11:30 p.m. and they reported 1/2 hour early as usual. The Company did not assign them a tractor (which is agreed-to procedure) so they could make their bed and check their equipment and depart on their call time. The bills came down at 0085 a.m. and they checked etc. and departed at 0152. The Company paid from 2350 to 0085.

This claim is for time from 0085 to 0152 which the Union contends is pay time under our agreed-to procedure. Trip #0446.

DECISION: (Main Committee - Transcript Pg. 398 - 5/9/68)
M/m/s/c/ that number one, the claim be denied. Number two, the Company agrees that tractor and/or bills will be available at individual call time or the Company will pay delay time until tractor and/or bills are made available.

Case #
5-8-3774

Local 180, Los Angeles, California, and
Los Angeles - Seattle Motor Express

O-T-R
Dispute

Joe Parrish and Al McClure are asking to be compensated for 12 hours pay. These drivers were dispatched to Seattle while enroute they called the Seattle terminal advising them that they would arrive at 01:00 on February 15, 1968. The Company at this time had 2 Seattle teams set up to go to Los Angeles, but this gave the Company 3 hours and 45 minutes to cancel one of them out, so Parrish and McClure could turn back to Los Angeles when they arrived. The Company did not do this, they sent both Seattle teams out after Parrish and McClure arrived causing this team to lay 12 hours.

DECISION: (Main Committee - Transcript Pg. 248 - 5/8/68)
M/m/s/c/ that based on the facts in this case the claim of the Union be denied. And the Company and the Unions are instructed to get together regarding the dispatch procedure on opposing runs and the cancellation of such runs.

Case #
5-8-3775

Local 180, Los Angeles, California, and
Pacific Intermountain Express

O-T-R
Dispute

Local 180 takes the position that Wilson and McKelvey are entitled to compensation for delay enroute which took place at Lupton, Arizona on 12/1/67. This team stopped for fuel enroute at a Company designated vendor and were delayed in excess of one hour to be fueled.

DECISION: (Main Committee - Transcript Pg. 411 - 5/9/68)
M/m/s/c/ based on the facts in this case the claim of the Union be upheld.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California, and
5-8-3776 Pacific Intermountain Express

O-T-R Local 180 on behalf of Carl Beel contends he is entitled to
Dispute compensation for a complete round trip from Los Angeles to
Chicago and return minus the compensation already received.
Beel fell out of the cab of his truck which was covered with
ice. He was examined by a doctor who refused to let him
complete his trip.

DECISION: (Main Committee - Transcript Pg. 415 - 5/9/68)
M/m/s/c/ that under the circumstances in this case the claim of the Union be denied.

Case # Local 180, Los Angeles, California, and
5-8-3777 Western Gillette, Inc.

O-T-R Hendrix and Harrah claim a dispatch on Trip #194 of December
Dispute 31, 1967 - #2404 was the truck following this team in the
lineup but was dispatched from Tucson to San Diego and then
from San Diego back to Tucson. If this dispatch is correct
it should have been given to the first truck in the lineup.

DECISION: (Main Committee - Transcript Pg. 368 - 5/9/68)
M/m/s/c/ that the claim be denied.

Case # Local 180, Los Angeles, California, and
5-8-3778 Western Gillette, Inc.

O-T-R Local 180 protests the cutting of the road work force and
Dispute requests the Company to produce payroll records which we
contend will support the Union's position that the cut was made
in violation of the Contract.

DECISION: (Main Committee - Transcript Pg. 373 - 5/9/68)
M/m/s/c/ that based on the facts in this case the claim is denied.

Case # Local 208, Los Angeles, California, and
5-8-3779 C. M. D. and Cuz Transportation

Interpre- "The Local Union submits that the contract obligates these
tation prime employers under terminology of the cited Articles to
report and credit owner-operators and/or sub-haul drivers
on the same day-to-day basis that casual employees are credited.

DISPOSITION: Referred to Southern California Joint State Committee.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
5-8-3780 Garrett Freightlines, Inc.

Master Garrett Freightlines, Inc. has instituted legal proceedings
Dispute against this Local Union; said proceedings being brought in
the United States District Court, Central District of California,
Case #67-1704-FW, and,

In the aforementioned proceedings the Employer alleges and
attempts to hold the Local Union liable for an unauthorized
work stoppage on the part of its employees. The Local Union
submits that the Employer's actions by instituting the above
proceedings constitute a direct violation of the intent, the
purpose and application of the existing Freight Agreement,
as set forth under Article 43, Sections 1 and 2, of the Western
States Area Pick-Up & Delivery Supplemental Agreement.

The Local Union further submits that the Employer is in further
violation of Article 43, Section 2, as cited, by the actions of its
proceedings whereby the Employer attempts to hold the Local
Union liable for the unauthorized activities of its employees.

DECISION: (Main Committee - Transcript Pg. 165 - 5/8/68)
M/m/s/and Deadlocked that the position of the Union be upheld.
M/m/s/and did not receive a majority vote "that this case go to Arbitration.

Case # Local 208, Los Angeles, California, and
5-8-3781 Union Pacific Motor Freight

Interpre- The Local Union requests an interpretation as to the meaning,
tation the intent, and the application of Article 56, Section 2, with
particular reference to the subject of rain foot coverage.

DISPOSITION: Settled and Withdrawn.

Case # Local 222, Salt Lake City, Utah, and
5-8-3782 Consolidated Freightways

P & D Jack E. Slover is a Salt Lake City dockman. The Union claims
Dispute he is entitled to the checker rate of pay because the Company
requires him to sign or initial the freight bills.

DECISION: (Main Committee - Transcript Pg. 445 -)
M/m/s/c/that the previous decision in Case #8-7-3207 rendered by this committee
applies in these two cases and the claim of the Union be upheld.
NOTE: Cases #5-8-3782 and #5-8-3785 were heard together.

Case # Local 222, Salt Lake City, Utah, and
5-8-3783 Consolkdted Freightways

Interpre- Kenneth Ralph Peck, Salt Lake City pick-up and delivery driver,
tation claims funeral leave for the death of his grandmother. He
states that since he was raised by his grandparents since he
was six months old, that they are the same as his parents and
that the funeral leave should be paid.

DECISION: (Main Committee - Transcript Pg. 245 - 5/8/68)
M/m/s/c/ the claim be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 222, Salt Lake City, Utah, and
5-8-3784 Intermountain Operators League

Interpre- The Union is requesting a clarification as to whether or not the
tation three year layoff provision of the 1967 Agreement is applicable
to employees who were placed on two year layoff under the previous
Agreement in those situations where such two year layoff had not
expired until after the effective date of the 1967 Agreement.

DISPOSITION: Withdrawn.

Case # Local 222, Salt Lake City, Utah, and
5-8-3785 Pacific Intermountain Express

P & D Jay Ovard is a Salt Lake dockman. The Union claims he is
Dispute entitled to the checker rate of pay. He unloads in-bound Company
line units, loads out-bound Company line units for pick-ups, and
notes exceptions as to count or condition on the bills.

DECISION: (Main Committee - Transcript Pg. 445)
M/m/s/c/ that the previous decision in Case #8-7-3207 rendered by this committee
applies in these two cases and the claim of the Union be upheld.
NOTE: Cases #5-8-3782 and #5-8-3785 were heard together.

Case # Local 224, Los Angeles, California, and
5-8-3786 Cargo Carriers

O-T-R Local 224 on behalf of the members employed at Cargo Carriers
Dispute requests a search of the records to determine the actual amount
of money due each man when the Company disposed of their line
equipment and sub-contracted their line operation.

DISPOSITION: Postponed.

Case # Local 224, Los Angeles, California, and
5-8-3787 Cargo Carriers, Inc.

Sub- Local 224 on behalf of the members employed at Cargo Carriers
Contracting requests a search of the records to determine the actual amount
of money due each line man when the Company disposed of their
line equipment and sub-contracted their line operations.

DISPOSITION: Postponed.

Case # Local 224, Los Angeles, California, and
5-8-3788 J. Christenson Co.

Seniority Local 224 on behalf of John Porter protests his seniority position
Dispute at J. Christenson Co. Mr. Porter is working on his terminal
seniority position and claims he should be working on his full
Company seniority position due to I. C. X. purchase of California
Motor Transport and J. Christenson Co.

DISPOSITION: Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

* * * * *

Case # Local 224, Los Angeles, California, and
5-8-3789 Milne Truck Lines, Inc.

O-T-R Local 224 on behalf of the line drivers claims there is enough
Dispute business to warrant another bid run from Los Angeles to
Yuma on a three trip per week basis.

DISPOSITION: Settled and Withdrawn.

Case # Local 224, Los Angeles, California, and
5-8-3790 O. N. C. Motor Freight System

O-T-R Local 224 on behalf of Edward Martin, Virgil Monasco and
Dispute Vincent Mancini claims holiday pay for Washington's Birthday,
February 22, 1968.

DISPOSITION: Settled and Withdrawn.

Case # Local 224, Los Angeles, California, and
5-8-3791 Walkup's Merchants Express

O-T-R Local 224 on behalf of Pete Villanueva claims runaround from
Dispute January 6, 1968 to February 29, 1968 when the Company started
using Griley Security to pull Merchants trailers on the San
Bernardino run and Pete Villanueva, an extra board man was
not called for work.

DECISION: (Main Committee - Transcript Pg. 178 - 5/8/68)
M/m/s/and Deadlocked that the claim of the Union be upheld.
M/m/s/and did not receive a majority vote "that this case go to Arbitration."

Case # Local 287, San Jose, California, and
5-8-3792 Associated Freight Lines

O-T-R All of these cases involve a "drop and pick" situation. Line
Dispute drivers out of Los Angeles and/or San Francisco are dispatched
directly to Los Angeles or San Francisco via Mountain View.
At Mountain View they are dropping and/or picking and then
completing their dispatch.

DECISION: (Main Committee - Transcript Pg. 153 - 5/8/68)
M/m/s/c/ the claim of the Union be denied.

Case # Local 381, Santa Maria, California, and
5-8-3793 System 99

O-T-R MS-#200 is established as an area practice and not an exclusive
Dispute agreement between Local 381 and designated parties.

System 99 has a line run that is bound by this Rider and the
Union's demand is that such run be paid accordingly.

DECISION: (Main Committee - Transcript Pg. 159 - 5/8/68)
M/m/s/c/ that in Case #5-8-3793, Maintenance of Standards 200 does apply to
System 99 Truck Lines.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 386, Modesto, California, and
5-8-3794 American Transfer Company

O-T-R Union claims Company is making the man pay for tickets. On
Dispute January 26, 1968 and January 29, 1968, tickets were given to
driver Serpa for one case of over-weight and one case for over-
width. Union claims the man should be reimbursed for money
paid out.

DECISION: (Main Committee - Transcript Pg. 429 - 5/10/68)
M/m/s/c/ that the man be reimbursed for the tickets and given a warning letter.

Case # Local 431, Fresno, California, and
5-8-3795 California Motor Express

O-T-R Union protests Company cutting off runs and giving freight to
Dispute other companies while men are laid off.

DECISION: (Main Committee - Transcript Pg. 303 - 5/9/68)
M/m/s/c/ that the Union's claim be denied.

Case # Local 431, Fresno, California, and
5-8-3796 Valley Motor Lines

O-T-R Union claims money for Bart Campbell when not worked on
Dispute proper seniority.

DISPOSITION: Postponed.

Case # Local 439, Stockton, California, and
5-8-3797 Walkup's Merchants Express

O-T-R Union claims runaround for driver Jack McClung on 2/21/68.
Dispute Union claims Oakland man took a load from Stockton to Modesto
to the Bay Area and left McClung at home and this is his normal
run.

DECISION: (Main Committee - Transcript Pg. 235 - 5/8/68)
M/m/s/c/ the claim be denied.

Case # Local 439, Stockton, California, and
5-8-3798 Molasses Truck Service.

Tanker Molasses Truck Service is not paying the proper scale as per
Dispute contract, to-wit: mileage scale on the following employees:
Albert Darrah, Harold Tardio, Jack Merrill, Haddic Henderson,
Tony Mello, Virgil Selby, David Howell, Lawrence Machado,
Donald Von Berg, Reber Johnston, Theodore Cline, Lambert
Van Dykhuizen, Wm. Rossi, Albert Holybee, Larry Machado.

DISPOSITION: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 439, Stockton, California, and
5-8-3799 Navajo Freight Lines

Funeral Union claims two days funeral leave pay for Jack Durao for
Leave April 10 and 11, 1967.
Dispute

DECISION: (Main Committee - Transcript Pg. 72 - 5/7/68)
M/m/s/c/ in accordance with the decision of the National Grievance Committee the
claim of the Union is denied.

Case # Local 467, San Bernardino, California, and
5-8-3800 McKeown Transportation Co., Inc.

O-T-R Local 467 hereby files a grievance under Article 43, Section 5
Dispute of the Over-The-Road Agreement against McKeown Transportation
on behalf of Kenneth Dunson and John Capshaw for the difference
in a White Sands, New Mexico and Amarillo, Texas trip.

DISPOSITION: Settled and Withdrawn.

Case # Local 467, San Bernardino, California, and
5-8-3801 McKeown Transportation Co., Inc.

O-T-R Local 467 hereby files a grievance against McKeown Transportation
Dispute on behalf of Walter Wright in the amount of \$30.16 at \$3.77 per
hour for 8 hours on November 26, 1967.

DECISION: (Main Committee - Transcript Pg. 105 - 5/7/68)
M/m/s/c/ based on the language in the Rider, the claim of the Union is upheld.
NOTE: Cases #5-8-3801 and #5-8-3802 were heard together and the same decision
applies.

Case # Local 467, San Bernardino, California, and
5-8-3802 McKeown Transportation Co., Inc.

O-T-R Local 467 hereby files a grievance against McKeown Transportation
Dispute on behalf of Walter Wright in the amount of \$30.16 - 8 hours at
\$3.77 per hour for January 5, 1968.

DECISION: The decision in Case #5-8-3801 applies.
Cases #5-8-3801 and #5-8-3802 were heard together.

Case # Local 468, Oakland, California, and
5-8-3803 J. Christenson Company

O-T-R The Company is requesting a clarification on the CBAC Case
Dispute #CB-2107 which was heard April 18, 1967. The Union contended
that they tried to send auditors in but the Company refused to
produce records.

DECISION: (Main Committee - Transcript Pg. 344 - 5/9/68)
M/m/s/c/ based on the evidence presented and the records made available by Mr. Noel,
that the Company pay \$1,120.60 to each of the five employees on these claims. Anderson's
claim is denied because he was not an owner-operator as defined in the contract.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 468, Oakland, California, and
5-8-3804 Cunha Transportation

O-T-R The Union is filing for a runaround on January 27/68 when a
Dispute junior man was dispatched and W.R. Bridges was left at home.

DECISION: (Main Committee - Transcript Pg. 275 - 5/9/68)
M/m/s/c/that the claim of the Union be denied.

Case # Local 468, Oakland, California, and
5-8-3805 Delta Lines, Inc.

O-T-R Money claim. This is a claim for 1/2 hour on November 22/67
Dispute and November 24/67, in the name of Gerald F. Parker. On the
dates in question the grievant hooked dollies and it is the Union's
position that this is hostling work.

DISPOSITION: Settled and Withdrawn.

Case # Local 468, Oakland, California, and
5-8-3806 Delta Lines, Inc.

O-T-R On the dates in question the drivers ran from Los Angeles to
Dispute Emeryville, via Sacramento. The Union's position is that they
are entitled to the sixteen hours guaranteed by the agreement
with the Company, plus an additional eight hours for the run from
Sacramento to Emeryville.

DISPOSITION: Settled and Withdrawn.

Case # Local 468, Oakland, California, and
5-8-3807 Kal Kan Foods, Inc.

O-T-R Filing is for work from August 6/67 to August 15/67. A Local
Dispute 626 man is bringing freight to the Company from the Los Angeles
area and taking the finished product back to the Los Angeles area.
The Company has a contract with both Local 626 and 468.

DISPOSITION: Settled and Withdrawn.

Case # Local 468, Oakland, California, and
5-8-3808 Pacific Motor Trucking

O-T-R Union claims runaround on January 11/68. Grievant (Kenneth
Dispute D. Klein) is a bid Medford driver. His regular bid run left
Oakland at 3:30 a.m. and he was unable to make the run. He
asked to go to the top of the extra board and the Company refused.

DECISION: (Main Committee - Transcript Pg. 43 - 5/7/68)
M/m/s/c/ the claim be denied.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 492, Albuquerque, New Mexico, and Local 180
5-8-3809 Navajo Freight Lines, Inc.

O-T-R Local 492 claims pay for M. E. Karker and E. P. Gracey in
Dispute the amount of \$54.25 for each driver. This was claimed as
15-1/2 hours runaround on Trip Sheet #75509 and denied.

DECISION: (Main Committee - Transcript Pg. 65 - 5/7/68)
M/m/s/c/ that in view of the numerous changes granted Navajo Freight Lines that Navajo and the Local Unions involved sit down with the Multi-Conference Change of Operations Committee in an attempt to spell out the operation and the workloads for the Local Unions involved.

Case # Local 542, San Diego, California, and
5-8-3810 Cal-Canadian Motor Express

O-T-R We believe Cal-Canadian Motor Express to be in violation of
Dispute the aforementioned Articles and Sections. The attached sheet will explain in detail the amount of \$330.78 due Lloyd Gentry for time worked for which he was not paid.

DISPOSITION: Withdrawn. (Per letter received in Freight Division dated April 15, 1968.)

Case # Local 542, San Diego, California, and
5-8-3811 Cal-Canadian Motor Express

O-T-R We believe Cal-Canadian Motor Express to be in violation of
Dispute the Agreement. The attached sheet will explain in detail the amount of \$686.28 is due Hugh D. Reeves for time worked for which he was not paid at this date.

DISPOSITION: Withdrawn (Per letter received in Freight Division dated April 15, 1968.)

Case # Local 692, Long Beach, California, and
5-8-3812 M & M Transfer

Sub- James W. Davis was sent home at 10:00 a.m. Wednesday,
Contracting January 31, 1968 and sub-contractor for Rademacher was loaded on of main yard for Gaffers and Sattler. Mr. Davis was available and had hours to work. Local 692 is requesting three hours for Mr. Davis.

DISPOSITION: Settled and Withdrawn.

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Case # Local 741, Seattle, Washington, and
5-8-3813 Consolidated Freightways, Inc.

O-T-R Case #2023 (U): Local 741 claims runaround pay from Consoli-
Dispute dated for the most senior man or men on the Seattle board eligible to work when sleeper teams moved freight out of Seattle to Kennewick 227 miles, Moses Lake-179 miles, Spokane-287 miles, Wenatchee-148 miles and Yakima-144 miles on the following days: January 3, 4, 8, 9, 10, 11, 17, 18, 20, 21, 22, 24, 25, 29, 30, and Feb. 1st.

Case #2025 (U): Local 741 claims runaround pay from Consolidated for the most senior man or men on the Seattle board eligible to work when sleeper teams moved freight out of Seattle to Kennewick 227 miles, Moses Lake-179 miles, Spokane-287 miles, Wenatchee - 148 miles, Walla Walla-276 miles, and Yakima-144 miles on the following days:
February 1, 4, 8, 9, 10, 12, 14, 16, 18, 20, 21, 23, 24, 26 and 28.

DECISION: (Main Committee - Transcript Pg. 382 - 5/9/68)
M/m/s/c/ based on the area practice, the claim of the Union be denied.

Case # Local 741, Seattle, Washington, and
5-8-3814 Consolidated Freightways, Inc.

O-T-R Local 741 claims workarround pay of two hours at the overtime
Dispute heavy-duty rate from Consolidated for the appropriate heavy-duty drivers as determined by Local 741 when sleeper teams moved freight between Seattle and Tacoma.

DECISION: (Main Committee - Transcript Pg. 110 - 5/7/68)
M/m/s/c/ the claim of the Union be upheld.

Case # Local 741, Seattle, Washington, and
5-8-3815 Garrett Freightlines, Inc.

O-T-R John Arsenian and R. C. Olsen, Seattle Division drivers, claim
Dispute runaround for the amount of a LaGrande for R.C. Olsen and Spokane for John Arsenian on February 16/68 because Garrett sleeper team came into Seattle with tractor 13-156 and trailer 42-3313, 42-7167 out of Spokane - they picked up loaded trailer 42-7167 in Spokane.

DECISION: (Main Committee - Transcript Pg. 271 - 5/9/68)
M/m/s/c/ based on the facts in this case the claim of the Union is denied.

Case # Local 741, Seattle, Washington, and
5-8-3816 Los Angeles - Seattle Motor Express

O-T-R The Company violated dispatch rules by not rotating the foreign
Dispute teams off the wheel as per Rule 10 of Agreed-Upon Dispatch Rules.

DECISION: (Main Committee - Transcript Pg. 328 - 5/9/68)
M/m/s/ and Deadlocked the claim of the Union be denied.
M/m/s/ and did not receive a majority vote "that this case go to Arbitration."

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Case # Local 741, Seattle, Washington, and
5-8-3817 Los Angeles - Seattle Motor Express

O-T-R Company is in violation of Agreed-Upon Dispatch Rules by
Dispute dispatching foreign sleeper teams, "to a terminal other than their
home terminal" unless they rotate off the total Seattle Board.

DECISION: (Main Committee - Transcript Pg. 334 - 5/9/68)
M/m/s/and Deadlocked that the claim of the Union be upheld.
M/m/s/ and did not receive a majority vote "that this case go to Arbitration."

Case # Local 741, Seattle, Washington, and
5-8-3818 United-Buckingham Freightlines

O-T-R The Union claims direct violation of Agreed-Up Dispatch Rules.
Dispute Claim is for a one-way Spokane driver Floyd Lindstrom and a
Seattle-Spokane-Seattle for Mike Cerjance.

DECISION: (Main Committee - Transcript Pg. 278 - 5/9/68)
M/m/s/c/ the claim of the Union be upheld.

Case # Local 741, Seattle, Washington, and
5-8-3819 United-Buckingham Freightlines

O-T-R Company re-dispatched Spokane driver from Seattle to Portland
Dispute after he had taken his rest in Seattle. Union claims direct viola-
tion of Agreed-Upon Dispatch Rules.

DISPOSITION: Settled and Withdrawn.

Case # Local 741, Seattle, Washington, and
5-8-3820 United-Buckingham Freightlines

O-T-R Company violated Agreed-Upon Dispatch Rules by re-dispatching
Dispute a Portland driver to Lewiston, Idaho after he had taken his rest
in Seattle.

DISPOSITION: Settled and Withdrawn.

Case # Local 741, Seattle, Washington, and
5-8-3821 United-Buckingham Freightlines

O-T-R Company violated Agreed-Upon Dispatch Rules when they sent
Dispute Portland driver to Wenatchee after he had taken his rest in Seattle.
This is another dispatch and constitutes another minimum pay
for a driver.

DISPOSITION: Settled and Withdrawn.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 839, Pasco, Washington, and
5-8-3822 C. F. Bulk Commodities

Tanker Runaround for Ervin Janes for trip pulled by C. Wright on Tuesday,
Dispute December 26, 1967.

DECISION: (Main Committee - Transcript Pg. 73 - 5/7/68)
M/m/s/c/ that the claim of Janes be allowed.

Case # Local 839, Pasco, Washington, and
5-8-3823 Consolidated Freightways (Bulk Commodities)

O-T-R Claiming \$5.00 for second night layover on one dispatch from
Dispute Pasco for C. S. Smith and others.

DECISION: (Main Committee - Transcript Pg. 79 - 5/7/68)
M/m/s/c/ that because Wallula is considered part of the Pasco dispatch point that
the claim of the Union be denied.

Case # Local 839, Pasco, Washington, and
5-8-3824 Consolidated Freightways, Inc.

O-T-R Pick-up and delivery driver, Bruce Doane was not called to work
Dispute on 2/1/68, and sleeper team Giford and Bigelow checked in at
local Consolidated Freightways terminal at 10:10 a.m., 2/1/68,
and were dispatched to load at Andrews Cold Storage in Kennewick.
The sleeper team performed pick-up and delivery work.

DISPOSITION: Settled and Withdrawn.

Case # Local 961, Denver, Colorado, and
5-8-3825 D C International

Automotive Lawrence D. Parker states: On November 16, 1967, I was
Dispute ordered to hang hooks. This is a different classification.

DECISION: (Main Committee - Transcript Pg. 95 - 5/7/68)
M/m/s/c/ that these cases be referred back to the Colorado Joint State Committee
to be heard individually on the basis of the past practice in the area.
NOTE: Cases #5-8-3825, #5-8-3826, #5-8-3827, and #5-8-3828 were heard together.

Case # Local 961, Denver, Colorado, and
5-8-3826 D C International

Automotive Erasmo E. Guerra states: On Thursday, November 2/67 (day
Dispute shift) a lube man was used to do steaming work which is out of
his classification. I am a bid steamer and should have been called
in early, but was not called. I claim a 4 hour call in at time and
one-half.

DECISION: The decision in Case #5-8-3825 applies.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
5-8-3827 D C International

Automotive Erasma E. Guerra states: On November 8, 1967 there was
Dispute steaming to be done. Two trailers, #7115 and #7129, and the
graveyard shift put an oiler to steam them. This is crossing
classification. I, Erasmo Guerra was here to do the steaming,
therefore, I feel I should be paid 4 hours.

DECISION: The decision in Case #5-8-3825 applies.

Case # Local 961, Denver, Colorado, and
5-8-3828 D C International

O-T-R John A. Brame states: On November 10, 1967, the swing shift
Dispute fueler (L. Parker) became sick and went home during his shift.
H. Jefferson, a lubeman was sent to do the fueling for the balance
of the shift. I am relief fueler and should have been called. I
claim 4 hours pay at time and one-half for the work performed
by a bid lubeman.

DECISION: The decision in Case #5-8-3825 applies.

Case # Local 961, Denver, Colorado, and
5-8-3829 D C International

O-T-R Alvin Wittig claims a total of 41 hours and 50 minutes runaround
Dispute by Carl Bees.

DECISION: (Main Committee - Transcript Pg. 119 - 5/7/68)
M/m/s/c/ the claim of the Union be upheld.

Case # Local 961, Denver, Colorado, and
5-8-3830 Navajo Freight Lines, Inc.

O-T-R C. W. Hale and L. W. Friesen state: We were dispatched to
Dispute Phoenix via Pueblo and Albuquerque, New Mexico. We were
given verbal instructions to check at the Albuquerque terminal
for instructions on what route to take to Phoenix. When we
arrived in Albuquerque we were turned back to Denver. Our
contention is the Company knew the roads were blocked when
we were dispatched.

DISPOSITION: Settled and Withdrawn.

Case # Local 961, Denver, Colorado, and
5-8-3831 Navajo Freight Lines, Inc.

O-T-R Robert Arnold and V.R. Davis state: We arrived in Chicago
Dispute on our first dispatch at 1537 CST, March 4/68 and were sent to
the hotel on layover until 1136 CST, March 5/68. While we were
in the hotel, a Chicago team was dispatched to Oakland with
tractor #2266 and trailer #5035 at 0130, March 5/68 CST over
the north route. Since the Denver drivers originally started
this run, we feel we are entitled to this work before the Chicago
power.

DECISION: The decision in Case #5-8-3834 applies.

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Case # Local 961, Denver, Colorado, - Local 492, Albuquerque, N.M.
5-8-3832 Navajo Freight Lines, Inc.

O-T-R T. E. Hatley and A. L. Grizzle state: Pulled trailer Leeway
Dispute 1616 from Amarillo, Texas to Albuquerque and were told to check
in Albuquerque for instructions. This load was designated to
Camp Parks, California. We had to drop this load and return
to Denver. Claim this trip on to Camp Parks was due us instead
of returning to Denver.

DECISION: The decision in Case #5-8-3834 applies.

Case # Local 961, Denver, Colorado, and
5-8-3834 Navajo Freight Lines, Inc.

Automotive On January 18/68, Keith was sent to Cheyenne, Wyoming on a
Dispute road call. He left Denver terminal at approximately 9:30 a.m.
and returned to Denver terminal at approximately 2:30 p.m. He
ate his lunch enroute in order to save time and the Company re-
fused to pay him for the lunch half hour and also his coffee break
time. Keith is claiming this time of 45 minutes at time and
one-half.

DISPOSITION: Settled and Withdrawn.

Case # Local 961, Denver, Colorado, and
5-8-3834 Navajo Freight Lines, Inc.

O-T-R Plush and Nelson state: On January 28/68, Kansas City team
Dispute Hagewood and Barnard pulled a trailer in from Albuquerque,
arriving 11:27 p.m. Denver-Albuquerque runs have always been
done by Denver drivers. Kansas City drivers are to run only
Kansas City to Denver and return. Plush and Nelson had arrived
Denver 12:34 a.m., January 27/68 and could have gone to
Albuquerque and brought this load to Denver. We request pay
in the amount of one round trip Denver to Albuquerque and return,
due to runaround (\$54.18)

DECISION: (Main Committee - Transcript Pg. 46 - 5/7/68)
M/m/s/c/ that the Company be instructed to produce the records and that in this case
we hold jurisdiction until such records are produced, sign-in and sign-out sheets, to
show whether this operation was with regularity or whether it was strictly an overflow
situation. The records should cover the first quarter of 1968.

Case # Local 961, Denver, Colorado, and
5-8-3835 Navajo Freight Lines, Inc.

O-T-R W. O. Warner and K. E. Timmons state: Trailer 1309 arrived
Dispute in Denver, February 12/68 from Amarillo, via Santa Fe railroad
piggyback operation, loaded with 13,929 pounds. L.T.L. We
have hauled the freight from Amarillo to Denver in the past.
The Company has never requested a Change of Operations to allow
pigging over this route. We could have pulled this load and claim
one round trip Denver to Amarillo - \$52.92.

DECISION: (Main Committee - Transcript Pg. 60 - 5/7/68)
M/m/s/c/ that the Company be instructed to produce the records and that in this case we
hold jurisdiction until such records are produced, sign-in and sign-out sheets, to show
whether this operation was with regularity or whether it was strictly an overflow situation.
The records should cover the first quarter of 1968.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
5-8-3836 Navajo Freight Lines, Inc.

O-T-R Claim runaround pay in the amount of one round trip Denver to
Dispute Amarillo and return, in behalf of Plush and Bode.

DECISION: The decision in Case #5-8-3834 applies.

Case # Local 961, Denver, Colorado, and
5-8-3837 Navajo Freight Lines, Inc.

O-T-R Lewis W. Meyers and W.J. Dolezal state: Were dispatched
Dispute Denver via Camp Parks to Oakland to San Jose. We pulled trailer
TIME #4814 to Albuquerque, arriving at 9:02 p.m. February 15/68,
picked up trailer #2057 to Denver . The load picked up at San
Jose was a South Bend load. We many times pulled loads over
the North Route to Chicago and other points. To send loads this
was to South Bend is 160 miles further than the North route. We
request pay for round trip Denver to Chicago, 2050 miles.

DECISION: The decision in Case #5-8-3834 applies.

Case # Local 81, Portland, Oregon, and
5-8-3838 Risberg Truck Lines

Discharge Local 81 is protesting the discharge of Don Young by Risberg
Truck Lines on March 19, 1968.

DECISION: (Main Committee - Transcript Pg. 420 - 5/10/68)
M/m/s/c/ that the discharge be upheld.

Case # Local 208, Los Angeles, California, and
5-8-3839 Hecht Fast Freight, Inc.

Discharge The Local Union protests the issuance of termination notice
to Michael Emanuele.

DECISION: (Main Committee - Transcript Pg. 190 - 5/8/68)
M/m/s/c/ that the termination notice is not valid.

Case # Local 208, Los Angeles, California, and
5-8-3840 Los Angeles-Seattle Motor Express

Discharge The Local Union on behalf of Harry L. Owens protests termina-
tion of February 2/68 requesting that he be returned to work with
his full seniority and compensated for all time lost.

DECISION: (Alternate Main Committee - Transcript Pg. 50 - 5/9/68)
M/m/s/c/ that the discharge of Harry L. Owens be sustained.

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Case # Local 287, San Jose, California, and
5-8-3841 Santa Clara Packing Company

Discharge Discharge of Gasper Pacheco. Grievance filed January 15/68. Union protested filing on the grounds that the dishonest act was not against the Company. Grievant was discharged for shoplifting while on duty, at the Unimart in San Mateo.

DISPOSITION: Settled and Withdrawn.

Case # Local 357, Los Angeles, California, and
5-8-3842 DC International

Discharge Protest of termination of Clifford Ash. I hereby request to be returned to work with full seniority and pay for all time lost.

DECISION: (Alternate Main Committee - Transcript Pg. 39 - 5/9/68)
M/m/s/c/ that Mr. Ash be returned to work on his normal shift Monday, May 13, 1968, and that he be paid 40 hours pay at the straight time rate and that further he will have all his seniority rights and benefits restored.

Case # Local 357, Los Angeles, California, and
5-8-3843 Santa Fe Trail Transportation

Discharge Complaint by Kovacs: "I am protesting my termination from Santa Fe Trail Transportation. I request to be reinstated with full seniority and paid all money due me."

DECISION: (Alternate Main Committee - Transcript Pg. 61 - 5/9/68)
M/m/s/c/ that the man be returned back to work on May 13, 1968 with full seniority and be compensated for half pay for the time lost and the Company will also pay his health and welfare and pension payments.

Case # Local 468, Oakland, California, and
5-8-3844 Willig Freight Lines

Discharge Protest of the discharge of Joseph W. Schott. The Union's position was that there were no warning letters in effect and that there was no actual recklessness involved.

DECISION: (Alternate Main Committee - Transcript Pg. 101 - 5/9/68)
M/m/s/and Deadlocked that Mr. Schott was improperly discharged and that he be returned to work with full seniority rights and all back pay and health and welfare and pension payments.

NOTE: This case shall be submitted to umpire handling with Mr. H. L. Woxberg as the Arbitrator.

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Case # Local 741, Seattle, Washington, and
5-8-3845 Silver Eagle Company

Discharge Union claims discharge is unjust because "employee followed orders of Ringsby Supervisor as to what trailers to return to Seattle with.

DECISION: (Alternate Main Committee - Transcript Pg. 76 - 5/9/68)
M/m/s/and Deadlocked that the discharge of Elbert Clippinger be upheld.

NOTE: This case shall be submitted to umpire handling with Mr. H. L. Woxberg as the Arbitrator.

Case # Local 961, Denver, Colorado, and
5-8-3846 Rio Grande Motor Way, Inc.

Discharge Charles Walton protesting discharge of February 8, 1968 as unjustified and requesting to be reinstated and receive all back pay, and all seniority.

DECISION: (Main Committee - Transcript Pg. 390 - 5/9/68)
M/m/s/c/ that the discharge be upheld.

Case # Local 17, Denver, Colorado, and
5-8-3847 DC International

Warning Paul Crespin protests warning letter dated 2/8/68.
Letter

DECISION: (Alternated Main Committee - Transcript Pg. 21 - 5/8/68)
M/m/s/c/ that the warning letter be sustained.

Case # Local 17, Denver, Colorado, and
5-8-3848 DC International

Warning Lenard W. Harrison protests warning letter of February 2/68.
Letter

DECISION: (Alternate Main Committee - Transcript Pg. 25 - 5/8/68)
M/m/s/c/ that the warning letter be sustained.

Case # Local 17, Denver, Colorado, and
5-8-3849 DC International

Warning Rex Turner protests warning letter of January 31, 1968.
Letter

DECISION: (Alternate Main Committee - Transcript Pg. 11 - 5/8/68)
M/m/s/c/ that the warning letters be sustained.

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Case # Local 17, Denver, Colorado, and
 5-8-3850 DC International

Warning Letter Stanley Mosberger protests warning letter of February 1/68.

DECISION: The decision in Case #5-8-3849 applies.

Case # Local 81, Portland, Oregon, and
 5-8-3851 Consolidated Freightways

Warning Letter The Union is asking that the warning letter to driver Pfaff for delay in schedules be lifted and the drivers not be required to hostile in the Company yard.

DISPOSITION: Settled and Withdrawn.

Case # Local 208, Los Angeles, California, and
 5-8-3852 Associated Freight Lines

Warning Letter The Local Union protests the issuance of the questionable warning notice to Harry McAlpine, et al which was received as a telegram, for being engaged in an alleged "work stoppage" on the date of January 29, 1968. This protest also stands as a like and similar protest on behalf of the additional members who are similarly involved.

DECISION: (Alternate Main Committee - Transcript Pg. 2 - 5/7/68)
 M/m/s/c/ that this case be referred to the Area Committee for the purpose of determining the sole issue as to whether the telegrams which were issued to the complainants met the contractual requirements necessary for the telegrams to be considered as warning notices.

Case # Local 208, Los Angeles, California, and
 5-8-3853 Hills Transportation

Warning Letter Local 208 on behalf of Robert Delaney protests issuance of warning notice dated 12/7/67.

DISPOSITION: Settled and Withdrawn.

Case # Local 224, Los Angeles, California, and
 5-8-3854 Brothers Transportation

Warning Letter Local 224 on behalf of Gerald C. Rohling protests the warning letter dated 12/12/67 for "unnecessary delay of freight" issued on 12/23/67 and wishes it withdrawn from his record.

DISPOSITION: Postponed.

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Case # Local 357, Los Angeles, California, and
5-8-3855 D C International, Inc.

Warning Letter Protest of warning letter issued to Clifford Ash.

DECISION: (Alternate Main Committee - Transcript Pg. 29 - 5/9/68)
M/m/s/c/ that the warning letter be rescinded.

Case # Local 483, Boise, Idaho, and
5-8-3856 Garrett Freightlines, Inc.

Warning Letter Protest of warning letter for Loren Turnipseed, a Boise line driver, was issued a warning notice for driving his rig a considerable number of miles with the right rear wheel of the trailer locked so that the tires were worn right down to the rims.

DISPOSITION: Settled and Withdrawn.

Case # Local 911, Klamath Falls, Oregon, and
5-8-3857 Trans-Western Express

Warning Letter Protest warning letter of January 18, 1968 to Harley Newland.

DISPOSITION: Postponed.

Case # Local 961, Denver, Colorado, and
5-8-3858 Rio Grande Motor Way, Inc.

Warning Letter Burl Meers states: I formally protest warning letter of January 18, 1968 for an accident of January 9/68 and wish it retracted.

DISPOSITION: Settled and Withdrawn.

Case # Local 961, Denver, Colorado, and
5-8-3859 Rio Grande Motor Way, Inc.

Warning Letter Max Goodwin is protesting warning letter of January 22, 1968 and asking that it be retracted.

DISPOSITION: Settled and Withdrawn.

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Case # Local 235, Orange, California, and
5-8-3860 Bud's Package Delivery

Suspension We are protesting the temporary suspension of Harold Louman
beginning February 2, 1968.

DISPOSITION: Settled and Withdrawn.

Case # Local 70, Oakland, California, and
5-8-3861 March Transport

Joint On 12/8/67 William DeLima worked as a day driver. He punched
Council #7 out at 6:00 p.m. and was told to come in at 11:00 p.m. that
Dispute evening. He then worked until 7:30 a.m. the following morning.
Union claiming five hours pay at time and one-half be paid to
DeLima.

DECISION: (Main Committee - Transcript Pg. 418)
M/m/s/c/ based on the facts presented in this case the claim is denied.

Case # Local 70, Oakland, California, and
5-8-3862 Pacific Motor Trucking

Joint Out-of-town subsistence. Richard Porter was dispatched with a
Council #7 trailer to Louis Stores in Emeryville at 8:00 a.m. and he returned
Dispute to the terminal at 10:15 a.m. He was then dispatched to Pinole
at 11:00 a.m. and did not return until 1:30 a.m. the following day.
The Union's position is that the out-of-town subsistence starts
at the beginning of the shift.

DECISION: (Main Committee - Transcript Pg. 418)
M/m/s/c/ based on Article 51, Section 7, the claim of the Union is denied.

Case # Local 70, Oakland, California, and
5-8-3863 Pacific Motor Trucking

Joint The Union claims mail runs to Oakland Army Base are being
Council #7 performed by line drivers which is Local 70's jurisdiction.
Dispute

DECISION: (Main Committee - Transcript Pg. 418)
M/m/s/c/ based on the original agreement 468 handle the first class mail and Local 70
handle the second class mail or all other mail and no money claims are allowed.

Case # Local 85, San Francisco, California, and
5-8-3864 Pacific Motor Trucking

O-T-R Rufus Brown is filing for eight hours pay. On January 25/68
Dispute a bid short line driver between San Francisco and San Jose made
two short line trips, or loops, to San Jose and back. He was
then dispatched from San Francisco to Sacramento and return.

DISPOSITION: Settled and Withdrawn.

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Case # Local 85, San Francisco, California, and
5-8-3865 Pacific Motor Trucking

Joint Non-Union personnel unloading P.M.T. trailers. Union claims
Council #7 Company in violation of Article 45 by claiming rail substitute
Dispute service 2 without having a rail spur track.

Employer claims that trailers move under rail piggy-back
plan.

DISPOSITION: Po stponed.

Case # Local 85, San Francisco, California, and
5-8-3866 Redbird Delivery Service

Joint The Union protested the Company's method of posting layoff
Council #7 notices.
Dispute

DISPOSITION: Settled and Withdrawn.

Case # Local 85, San Francisco, California, and
5-8-3867 Santa Fe Trailways

Joint A Local 70 driver took a set of doubles to San Francisco and
Council #7 dropped the back box at 350 Townsend. There was no place to
Dispute drop the front box so he proceeded to the Santa Fe yard in San
Francisco. He returned to 350 Townsend and unloaded the box
he had dropped. He then took the empty box to the Santa Fe
yard and picked up the other box and delivered it in South San
Francisco. It is the Union's position that this was Local 85's
work and they were asking for a day's pay in the name of Mulhern.

DISPOSITION: Settled and Withdrawn.

Case # Local 287, San Jose, California, and
5-8-3868 Garden City Transportation

Joint The Union claims that on 3/1/68, George Bradley performed
Council #7 hostler work and was not paid the proper rate.
Dispute

DISPOSITION: Withdrawn.

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Case # Local 287, San Jose, California, and
5-8-3869 Pacific Motor Trucking

Joint Since Labor Day and Memorial Day fall on Monday, the Company
Council #7 has "scratched" these two weeks since the men on vacation over
Dispute these holidays are given an additional day off to compensate for
the holidays. It is the Union's position that the Company has no
right to do this.

DISPOSITION: Settled and Withdrawn.

Case # Local 315, Martinez, California, and
5-8-3870 Sheedy Drayage

Joint The Union claimed that on January 26/68 and January 29/68
Council #7 Company drivers from Local 85 area came to Richmond and
Dispute made pick-ups at Parr Terminal and then delivered the freight
outside of Local 315's jurisdiction. The Union's position was
that this was their work ninety percent of the time and that on
the days in question the Company had five men on layoff. They
are asking for a day's pay for the men involved.

DECISION: (Main Committee - Transcript Page 418)
M/m/s/c/ based on the Bay Area local drayage zone of Joint Council #7 there is no
claim in this case. The freight picked up was delivered outside of 315's jurisdiction.

Case # Local 890, Salinas, California, and
5-8-3871 O.N.C. Motor Freight System

O-T-R Lamb is a Salinas based driver. On November 14/67 he was
Dispute told that there was no work. On this date an Oakland based short
line driver pulled freight out of Salinas. The Union filed for
runaround.

DISPOSITION: Settled and Withdrawn.

Case # Local 980, Santa Rosa, California, and
5-8-3872 Associated Freight Lines

Joint On February 7, 1968 a customer called the Company for a pickup.
Council #7 The Company sent a short line driver in after hours at the shipper's
Dispute request to make this pickup. The Union is claiming a day's pay
plus one and one-half hours at the overtime rate for the senior
man on layoff.

DECISION: (Main Committee - Transcript Page 419)
M/m/s/c/ claim of the Union is denied in this case based on the facts involved.

JWAC Minutes
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DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 980, Santa Rosa, California, and
5-8-3873 Willig Freight Lines

Joint The Union claimed that on January 27/68 the Terminal Manager
Council #7 and a customer loaded cases of eggs from the Company's dock
Dispute into the customer's truck and that Marty Hunt was not called
for work. The Union is asking for four hours guarantee at
double time.

DECISION: (Main Committee - Transcript Page 419)
M/m/s/c/ based on the facts in this case the claim is denied.

Case # Local 2, Butte, Montana, and
5-8-3876 Consolidated Freightways

O-T-R Company did not dispatch Mr. Gerke March 27/68 but later dis-
Dispute patched Great Falls driver who came to Butte and pulled Butte
loads to Great Falls. Gerke normally pulls a Butte-Great Falls
turnaround. Request wages equal to those made by Great Falls
driver for Mr. Gerke.

DECISION: (Main Committee - Transcript Page 263 - 5/9/68)
M/m/s/c/ due to the facts the claim be denied and the Company be instructed to sit
down with the Unions and create an understanding as to how they are going to run.

Case # Local 150, Sacramento, California, and
5-8-3877 Delta Lines, Inc.

O-T-R The Union claims pay for a local man when line drivers violated
Dispute the local pick-up and delivery area.

DECISION: (Main Committee - Transcript Page 215 - 5/8/68)
M/m/s/c/ the claim of the Union be denied.

Case # Local 150, Sacramento, California, and
5-8-3878 Delta Lines, Inc.

O-T-R The Union claims Company violated Sacramento men with Bay
Dispute Area - Los Angeles bid men. Union claims 8 hours mini for
Sacramento based driver for each violation: February 14-15-17-
19-20-23-26-28-29. March 1-4-5-12-13. Union claims on some
days there were as many as four such violations.

DECISION: (Main Committee - Transcript Page 223 - 5/8/68)
M/m/s/c/ that on the dates listed if Local 150 heavy duty men were on layoff that
they be compensated on the basis of an eight hour minimum, and the run in question
does require a Change of Operations.

JWAC Minutes
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1968

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 190, Billings, Montana, and
5-8-3879 Garrett Freightlines

O-T-R Requests 426 miles plus subsistence for work performed by
Dispute driver Parker of Spokane Division working in Billings Division.
Work belonged to James Kimball of Billings.

DISPOSITION: Postponed.

Case # Local 222, Salt Lake City, Utah, and
5-8-3880 I. M. L. Freight, Inc.

Interpre- Salt Lake sleeper team, Covington and King were delayed near
tation Green River, Wyoming from 16:00 to 13:30, on February 17/68,
a total of 30 minutes, due to road construction and blasting.
The drivers claim pay for this 30 minute delay.

DECISION: (Main Committee - Transcript Page 136 - 5/8/68)
M/m/s/c/ that based on 11-5-2109 the claims be paid.

Case # Local 468, Oakland, California, and
5-8-3881 Consolidated Freightways

O-T-R Runaround claim on March 6/68 in the names of Marvin T.
Dispute Stanfield and Forest L. Ong. The Union claims team was missed
on the dispatch and not given tentative call.

DECISION: (Main Committee - Transcript Page 129 - 5/7/68)
M/m/s/c/ that the claim of the Union be upheld .

Case # Local 483, Boise, Idaho, and
5-8-3882 United-Buckingham Freightlines

O-T-R Claim for Boise line driver Stanley F. Hart. Runaround pay.
Dispute

DECISION: (Main Committee - Transcript Page 199 - 5/8/68)
M/m/s/c/ this man should be awarded the amount of money for two trips from Boise
to Pasco.

Case # Local 741, Seattle, Washington, and
5-8-3883 Portland-Seattle Freight Lines

O-T-R Gary P. Atkinson requests runaround pay from Portland-Seattle
Dispute Freight Lines when on October 28/67 and November 18/67 he
claimed he was runaround by J. Nelson, a Portland driver, and
on November 25/67 he claimed he was runaround by H. Marion,
Portland driver.

DISPOSITION: Postponed.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
5-8-3884 United-Buckingham Freight Lines

O-T-R On February 27, 1968, United-Buckingham dispatched a Seattle
Dispute extra man to Portland via Hoquiam ahead of the bid man, Fred
Clough. This is violation of bid dispatch rules. Clough claims
5 hours runaround.

DECISION: (Main Committee - Transcript Page 287 - 5/9/68)
M/m/s/c/ the claim of the Union be denied.

Case # Local 980, Santa Rosa, California, and
5-8-3885 Northern Propane Service, Inc.

Tanker Money claim - Cattani. Union claims the Company had two men
Dispute on the truck for a five week period. One man was laid off and
Company serviced the area with Martinez truck. Union claims
money for period of layoff.

DECISION: (Main Committee - Transcript Page 290 - 5/9/68)
M/m/s/c/ the claim of the Union be denied.

Case # Local 468, Oakland, California, and
5-8-3886 O.N.C. Motor Freight System

Discharge Local 468 is protesting the discharge of Donald Shehorn.
Discharge notice dated March 14, 1968.

DISPOSITION: Withdrawn.

Case # Local 741, Seattle, Washington, and
5-8-3887 United-Buckingham Freight Lines

Warning Case #2049 (U): Local 741 protests warning notice issued to
Letters E. Jenkins dated March 26, 1968.

Case #2050 (U): Local 741 protests warning notice issued to
J. C. Albritton dated March 26, 1968.

DECISION: (Alternate Main Committee - Transcript Pg. 134 - 5/9/68)
M/m/s/c/ that the warning letters be reduced to letters of reprimand.

Case # Local 70, Oakland, California, and
5-8-3888 Consolidated Freightways

Joint The Union claims that the Company refuses to put the cost of
Council #7 living increase into effect April 1, 1968. The Union is requesting
Master the Company pay cost of living from April 1, 1968 and reimburse
Dispute employees for monies lost.

DECISION: (Main Committee - Transcript Page 419)
M/m/s/c/ due to the pay period under the Joint Council #7 P&D being Monday through
Friday, the cost of living becomes effective April 1, 1968.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case #
5-8-3889

Local 70, Oakland, California, and
Illinois - California Express

Joint
Council #7
Dispute

Union claims the Company only worked Anderson 10 days and terminated him while other casuals have worked. Union requests that Anderson be put back to work and that he suffer no loss in wages due to the Company's violation.

DECISION: (Main Committee - Transcript Page 169 - 5/8/68)

M/m/s/and Deadlocked that the claim of the Union be denied.

NOTE: This case shall be submitted to umpire handling with Mr. Woxberg as the Arbitrator.

Case #
5-8-3890

Local 70, Oakland, California, and
Pacific Intermountain Express

Joint
Council #7
Dispute

The Union claims that Mr. Wassehmiller has a personalized rate of pay and is paid this rate for vacations, paid holidays and paid sick leave and during the regular work week. On weekend work the Company pays him the dock scale which is a lower rate of pay. Union feels he should be paid this rate for all work performed including weekends.

DISPOSITION:

Withdrawn.

Case #
5-8-3891

Local 70, Oakland, California, and
System 99

Joint
Council #7
Dispute

Union claiming pay for C. J. Tinsley as of April 8, 1968, until he is put back to work.

DECISION: (Main Committee - Transcript Page 419 - 5/9/68)

M/m/s/c/ based on the facts in this case the man is properly terminated.

Case #
5-8-3892

Local 287, San Jose, California, and
Delta Lines, Inc.

Joint
Council #7
Dispute

On February 29/68 claimant Earl White left terminal and made exchange of boxes with line driver at 4:20 a.m. and has not received overtime rate as specified in article pertaining to hostlers. Claiming overtime rate due claimant for all hours worked on date in question.

DECISION: (Main Committee - Transcript Page 419)

M/m/s/c/ based on the facts presented this claim is denied.

JWAC Minutes
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DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 70, Oakland, California, and
5-8-3893 Morris Draying Co.

Joint Council #7 The Modular Movers Division of Morris Draying Co. went out
Dispute of business. The employees of Modular Movers Division are
now employees of Morris Draying Co. Should their seniority
be integrated with the employees of Morris Draying or not?

DECISION: (Main Committee - Transcript Page 419 -)
M/m/s/c/ the men will be placed on the bottom of the Morris Draying seniority list
and worked on the basis of that seniority standing. The Company will honor previous
seniority for vacation purposes and fringe benefits under this Local Pick-Up and
Delivery Agreement.

Case # Local 692, Long Beach, California, and
5-8-3897 Thompson Bros. Freight Forwarding Co.

Master Local 692 protests warning notices issued to Homer Cook and
Dispute also files money claim in his behalf.

STIPULATED DECISION: (Main Committee - Transcript Page 189 - 5/8/68)
The Company has stipulated that they are party to the National Master Freight Agreement
and the case shall be referred back to the Joint State Committee to be heard on its
merits. Motion Carried.

Case # Local 357, Los Angeles, California, and
5-8-3898 Pacific Intermountain Express

Discharge Local 357 wishes to protest the discharge of Doris Gray
April 10, 1968.

DECISION: (Alternate Main Committee - Transcript Page 113 - 5/9/68)
M/m/s/c/ that the discharge be sustained.

Case # Local 70, Oakland, California, and
5-8-3901 Sea-Land, Inc.

Discharge Local 70 wishes to protest the discharge of Eugene Derby.

DECISION:
M/m/s/c/ the discharge is denied. The man is to have a physical examination and
if physically qualified will return to his employment but will be assigned to dock work
only. There is no back pay.

Case # Local 70, Oakland, California, and
5-8-3902 Sea-Land, Inc.

Discharge Local 70 wishes to protest the discharge of Willie Dawson.

DECISION:
M/m/s/c/ based on the facts presented the discharge is upheld.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 208, Los Angeles, California, and
5-8-3903 United Cartage Co.

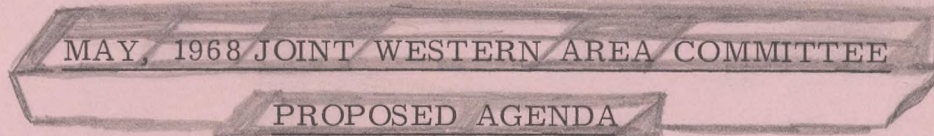
Discharge Local 208 wishes to protest the discharge of Norman
Taylor.

DECISION: (Alternate Main Committee - Transcript Pg. 119 - 5/9/68
M/m/s/and Deadlocked that the discharge be sustained.

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ONE.

ADDENDA

To The



CHANGE OF OPERATIONS:

Case # 8-5-1967	(#1)	United-Buckingham Local: 741	Post Marked April 19/68
Case # 2-8-3511	(#2)	O. N. C.. Local: 85	Post Marked April 29/68
Case #	(#3)	Bakern Fuel Service Locals: 87-431-386	Post Marked April 26/68
Case #	(#4)	Northern Propane Service Locals: 980 - 315	Post Marked April 26/68
Case #	(#5)	Sites Silver Wheel Locals: 83 - 81	Post Marked April 17/68
Case #	(#6)	Sites Silver Wheel Locals: 81-324-883	Post Marked April 17/68

COMMITTEE FOR LOCAL OPERATIONS:

Case #	(#7)	I. M. L. Freight, Inc. Local: 222	Post Marked April 22/68
Case #	(#8)	O. N. C.. Local: 542	Post Marked April 30/68
Case # 5-8-3758	(#9)	LEAVES OF ABSENCE	Late Filings

MAY, 1968

- ADDENDA -

MAIN COMMITTEE;

Case #		Local: 190	Clarification
2-8-3596	(#10)	N. P. Transport	Post Marked April 22/68
Case #		Local: 2	O-T-R Dispute
	(#11)	Consolidated Freightways	Post Marked April 22/68
Case #		Local: 70	Interpretation
<i>improper</i>	(#12)	No Company Named *	Post Marked April 22/68
Case #		Local: 150	O-T-R Dispute
	(#13)	Delta Lines, Inc	Post Marked April 30/68
Case #		Local: 150	O-T-R Dispute
	(#14)	Delta Lines, Inc.	Post Marked April 30/68
Case #		Local: 180 - 492 - 961	Master Dispute
	(#15)	Navajo Freight Lines	Post Marked April 19/68
Case #		Local: 186	O-T-R Dispute
	(#16)	O. N. C.	Post Marked April 30/68
Case #		Local: 190	O-T-R Dispute
	(#17)	Garrett Freightlines	Post Marked April 22/68
Case #		Local: 208	Interpretation
	(#18)	City Transfer, Inc.	Post Marked April 15/68
Case #		Local: 222	Interpretation
	(#19)	Garrett Freightlines	Post Marked April 26/68
Case #		Local: 222	Interpretation
	(#20)	I. M. L.	Post Marked April 22/68)
Case #		Local: 287	Tanker Dispute
	(#21)	M & W Truck Service	Post Marked April 26/68)
Case #		Local: 467	O-T-R Dispute
	(#22)	O. N. C.	Post Marked April 30/68
Case #		Local: 468	O-T-R Dispute
	(#23)	Consolidated Freightways	Post Marked April 17/68
Case #		Local: 483	O-T-R Dispute
	(#24)	United-Buckingham	Post Marked April 22/68
Case #		Local: 741	O-T-R Dispute
	(#25)	Portland-Seattle Freight Lines	Post Marked April 19/68
Case #		Local: 741	O-T-R Dispute
	(#26)	United-Buckingham	Post Marked April 19/68
Case #		Local: 961	Master Dispute
	(#27)	I. C. X.	Post Marked April 18/68

MAY, 1968

- ADDENDA -

MAIN COMMITTEE

Case #	Local: 980	Tanker Dispute
(#28)	Northern Propane Service	Post Marked April 26/68
Case #	Local: 468	Discharge
(#29)	O. N. C.	Post Marked April 17/68
Case #	Local: 741	Warning Letter
(#30)	United-Buckingham	Post Marked April 19/68

JOINT COUNCIL #7 CASES:

Case # <i>won</i>	Local: 70	Jt. C. #7 Dispute
<i>3888</i> (#31)	Consolidated Freightways	Post Marked April 19/68
Case # <i>D/L</i>	Local: 70	Jt. C. #7 Dispute
<i>3889</i> (#32)	I. C. X.	Post Marked April 19/68
Case # <i>w/d</i>	Local: 70	Jt. C. #7 Dispute
<i>3890</i> (#33)	P. I. E.	Post Marked April 19/68
Case # <i>May 7, 1968</i>	Local: 70	Jt. C. #7 Dispute
<i>3891</i> <i>lost</i> (#34)	System 99	Post Marked April 19/68
Case # <i>s/w</i>	Local: 287	Jt. C. #7 Dispute
<i>3892</i> (#35)	Delta Lines	Post Marked April 19/68

Case #

Case #

Case #

Case #

Case #

Case #

Case #

MAY, 1968

FOR ADDITIONAL CASES

Case #

must take Physical Examination
and be put on dock

Case #

at later date may take another physical
if passed he may drive no back pay

Case #

3901

70

See Lord

WON
Derek

Case #

3902

70

See Lung Dawson

LOST

Case #

Case #

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MAY, 1968

FOR ADDITIONAL CASES

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CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # United-Buckingham Freight Lines
8-5-1967

Change of Local involved: 741, Seattle, Washington
Operations

Clarification Local 741 demands United-Buckingham to cease and desist
#8-5-1967 operating such runs as Boise-Yakima, Pasco-LaGrande-Seattle
until the operations have been discussed with the affected Local
Unions and authorization has been approved by the Change of
Operations Sub-Committee of the Joint Western Area grievance
procedure.

Case #2061 (U).

JSC Motion: This case is referred to the Change of Operations
Committee of the J.W.A.C. for the purpose of clarifying whether
the operations complained of are or are not in violation of the
Change of Operations Case #8-5-1967. Motion Carried.

Washington JSC date of action April 18, 1968.

(Post Marked April 19th - Received April 22, 1968)

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

* * * * *

Case #
2-8-3511

O.N.C. Motor Freight System

Change of
Operations

Locals involved: 70, Oakland, California
85, San Francisco, California

PRESENT OPERATION:

Clarifica-
tion

1. We now are operating terminals at both Oakland and San Francisco, performing pick up and delivery work at each.
2. Oakland terminal employees, members of Local 70, are performing regular pick up and delivery work within the jurisdictional territory of Local 85.
3. Freight picked up by Local 70 members in Local 85 territory is returned to the Oakland barn where it is worked.

PROPOSED OPERATION:

1. Continue to operate both Oakland and San Francisco terminals.
2. Return all work presently being performed by Local 70 members in Local 85 territory to Local 85. This work will then be consolidated with the present San Francisco routes to form new routes, such new and consolidated routes to all be handled out of our San Francisco terminal.
3. Opportunity for Oakland employees affected by the change to work in San Francisco will be in accordance with the provisions of the current National Master Freight Agreement and the decision of the Change of Operation Committee.
4. Opportunity to transfer into Local 85 by Local 70 employees will be handled in the following manner, based on the availability of work:
 - (a) The Company will post a job opportunity bid sheet for interested employees to sign.
 - (b) The bid sheet will be posted for 7 days only.
 - (c) Awards will be made based on seniority and qualifications.
 - (d) Opportunity for consideration for transfer will not extend beyond the seventh day of the posted bid sheet. Only those employees who have signed the sheet will be given consideration.
 - (e) There will be no subsequent transfer opportunities offered.
5. The effective date of this change is to be March 4, 1968.

February, 1968 JWAC Action: The operational change be approved with the following provisos:

(1) The initial additional jobs in San Francisco shall be offered to the Oakland employees on a seniority basis and the successful bidders shall have their seniority in San Francisco under the provisions of Article 5, Section 5 (b) (2) of the National Master Freight Agreement. (2) For a period of three years after the effective date of the change the Company shall offer jobs available in San Francisco to laid-off Oakland employees in seniority order and if they accept such employment they shall have their seniority at San Francisco under the provisions of Article 5, Section 5 (b) (2); one offer per employee shall satisfy this requirement. (3) This change shall be effective at such time as the Company's new San Francisco terminal is ready and the job openings shall be posted for bid not later than seven days prior to that time. Motion Carried.

(Post Marked April 29th - Received April 30, 1968)

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Bakern Fuel Service, Inc.

Change of Locals involved: 87, Bakersfield, California
Operations 431, Fresno, California
 386, Modesto, California

It is our intention upon approval of the Joint Western Change of Operations Committee to immediately discontinue our operation in Bakersfield, California, doing business as Bakern Fuel Service, Inc., due to the loss of a large portion of our business. The remaining business in Bakersfield will be handled by Valley Fuel Service, Inc., operating out of Fresno, California. This change will not necessitate additional equipment at this time.

(Post Marked April 26th - Received April 29, 1968)

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

* * * * *

Case # Northern Propane Service, Inc.

Change of Operations	Locals involved:	315, Martinez, California
		980, Santa Rosa, California

It is our intention upon approval of the Joint Western Change of Operations Committee to immediately move the domicile of Northern Propane Service, Inc., Santa Rosa, to Martinez, California. The characters of business handled by this Company will remain the same along with its service area. This change will effect one unit and three Local 980 members, two of whom are presently on layoff.

(Post Marked April 26th - Received April 29, 1968)

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Sites Silver Wheel Freightlines

Change of Operations Locals involved: 81, Portland, Oregon
83, Phoenix, Arizona

Company requests recognition of a Portland-Pendleton and a Pendleton-Portland turnaround run.

The proposed run will be utilized when and if freight is available and initially drivers will be based in Portland.

(Post Marked April 17th - Received April 18, 1968)

CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Sites Silver Wheel Freightlines

Change of Operations Locals involved: 81, Portland, Oregon
324, Salem, Oregon
883, Hood River, Oregon

Company requests recognition of a Hood River - Albany turn-around run via Portland and a Albany - Hood River turnaround run via Portland.

The Company proposes to utilize the proposed run when and if freight is available with drivers who will be initially based in Albany and Hood River.

(Post Marked April 17th - Received April 18, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

Case # Local 222, Salt Lake City, Utah, and
I. M. L. Freight, Inc.

P & D
Dispute

In June, 1966, Anthony Margetis, a Salt Lake pick-up driver was fired for excessive accidents. The Utah-Idaho JSC, in Case #766 (June 66-29) reinstated him with the following language: "That the discharge of Mr. Margetis be reduced to a suspension without pay; that he be re-employed on the dock on 7-5-66, and not receive holiday pay for July 4th; that he shall be worked within the 20% dock work force until such time as an opening occurs in the 80% group, that he shall be restricted from driving any Company equipment, including fork lifts; and that this case shall not be used as a precedent for any future cases."

On May 5, 1965, in settlement of an unauthorized strike, the Company and Local #222 entered into a Memorandum of Understanding in the following language: "It was agreed in order to resolve the ten cent an hour differential, the Company would agree to pay all employees presently employed the above date under the classification of dockmen and checkers and who have been receiving the additional ten cents per hour that this will continue and that henceforth new employees will be hired under the classification of dockmen as outlined in the minutes of the sub-committee report on classification dated July 22, 1964, or until such time as the sub-committee report on classification is superceded by another agreement."

When the Company re-employed Mr. Margetis in accordance with J.S.C. decision on July 5, 1966, it paid him the dockmen's rate of pay, ten cents less than the rate being paid to dockmen in that classification on May 5, 1965. Mr. Margetis continued to work as a dockman at the lower rate of pay without complaint until February of 1968 when he raised the issue for the first time. The Union filed the instant case on March 29, 1968, contending that Mr. Margetis was entitled to the .10¢ per hour additional pay retroactive to July 5, 1966.

It is the Company's position that it has fully complied with the J.S.C. decision and the Memorandum of Understanding referred to above.

Case #1234 (Apr. 68-18).

JSC Motion: That the claim of the Union be denied based upon the Memorandum of Understanding between the Company and the Union dated May 5, 1965, and upon the decision of this committee in Case #766 (June 66-29), rescinding Mr. Margetis' discharge as a pick-up driver and reinstating him as a dockman, effective July 5, 1966.

Deadlocked Utah-Idaho JSC April 17, 1968.

(Post Marked April 22nd - Received April 23, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

* * * * *

Case # Local 542, San Diego, California, and
O. N. C. Motor Freight System

Office It has been brought to our attention that the Terminal
Dispute Manager, Bud Kleinsmith, at Escondido terminal is
doing the work that William Redheffer should be doing.

We are requesting that this man be returned to work and
compensated for all time lost.

Case #SC-5-(4)-8-701.

JSC Motion: That William Redheffer is on improper
layoff and that he be returned to work and be compensated
for all time that Management performed his duties.

Deadlocked Southern California JSC April 29, 1968.

(Post Marked April 30th - Received May 1, 1968)

REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE
 * * * * *

Case # 5-8-3758	L-641	EMMETT WYATT, member of Local 17, Denver, Colorado. Employee of Rio Grande Motor Way, Inc. Request is for a period of 90 days, effective April 16, 1968, for the purpose of Trainee as Dock Foreman.
Late Filings	L-642	DeFOREST E. COREY, member of Local 492, Albuquerque, New Mexico. Employee of Navajo Freight Lines, Inc. Request is for a period of 90 days, effective April 8, 1968, for the purpose of taking care of wife.
	L-643	FLOYD R. HENEGER, member of Local 961, Denver, Colorado. Employee of Scott Truck Lines, Inc. Request is for a period of 90 days, effective April 3, 1968, for the purpose of working as Shop Supervisor.
	L-644	DAVID ORTEGA, member of Local 357, Los Angeles, California. Employee of Consolidated Copperstate Lines. Request is for a period of 90 days, effective April 23/68, for the purpose of trainee for Billing Department Supervisor.
	L-645	ROGER UNDERHILL, member of Local 468, Oakland, California. Employee of Pacific Motor Trucking Company. Request is for a period of 60 days, effective April 8, 1968, for the purpose of accepting a non-covered position.

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
* * * * *

Case # Local 190, Billings, Montana, and
2-8-3596 N. P. Transport

Clarification Claiming 1-1/2 hours a day at overtime rate for Thomas A. Clark and R. L. Heiser for mechanics doing Teamsters work.

Union stated that this is a continuation of Case M-763 which was previously deadlocked and which was settled by the JWC as Case #2-8-3596. The JWC had previously allowed 84 days time to 12/14/67 and the claim now was for 10 days in December and 31 days in January and February.

Case #M-806.

JSC Motion: That the position of the Union be denied.

Deadlocked Montana JSC April 19, 1968.

February, 1968 JWAC Action: M/m/s/c/ that in Case #2-8-3596 they be paid an hour and a half a day for 84 days per man rather than three hours a day.

(Post Marked April 22nd - Received April 23, 1968)

When the Company re-employed Mr. Margolis in accordance with J. S. C. decision of July 5, 1966, it paid him the overtime rate of pay, less than that the rate he was entitled to by his classification on July 5, 1966. Mr. Margolis continued to work as a dockman at the lower rate of pay without complaint until January of 1968 when he raised the issue for the first time. The Union filed the instant case on March 19, 1968, contending that Mr. Margolis was entitled to the \$100 per hour additional pay retroactive to July 5, 1966.

It is the Company's position that it has fully complied with the J. S. C. decision and the Memorandum of Understanding referred to above.

Case #1594 (April 1968)

JSC Motion: That the claim of the Union be denied and that the Memorandum of Understanding be upheld. The Company and the Union both filed a motion for summary judgment on July 5, 1968, motion to Case #1594 and for summary judgment and discharge as a picket line violator. The JWC decision was effective July 5, 1968.

Deadlocked Montana JSC April 19, 1968.

(Post Marked April 22nd - Received April 23, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 2, Butte, Montana, and
Consolidated Freightways

O-T-R Company did not dispatch Mr. Gerke March 27, 1968 but later
Dispute dispatched Great Falls driver who came to Butte and pulled
Butte loads to Great Falls. Gerke normally pulls a Butte-Great
Falls turnaround. Request wages equal to those made by Great
Falls driver for Mr. Gerke.

Union stated that Great Falls driver pulled a Great Falls to
Butte dispatch on March 27, 1968. It is the Union's position
that this dispatch should have been pulled by Mr. Gerke who is
stationed at Butte. Gerke was informed that no load was available
although one was sent from Great Falls to Butte, and the Great
Falls driver returned with freight from Butte to Great Falls.

Case #M-811.

JSC Motion: That the position of the Union be denied.

Deadlocked Montana JSC April 19, 1968.

(Post Marked April 22nd - Received April 23, 1968)

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Interpre- tation	Does a night shift hostler receive time and one-half if he is requested by the Company to go out on a public street to pick up another trailer dropped by an outside carrier?
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(Post Marked April 22nd - Received April 23, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 150, Sacramento, California, and
Delta Lines, Inc.

O-T-R The Union claims pay for a local man when line drivers
Dispute violated the local Pick-Up and Delivery area.

Cases #CV-48-1991 and 1990.

JSC Motion: That due to the facts this is a true short
line operation and the claim of the Union is denied.

Deadlocked California Valley JSC April 24, 1968.

(Post Marked April 30th - Received May 1, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 150, Sacramento, California, and
Delta Lines, Inc.

O-T-R The Union claims Company violated Sacramento men with
Dispute Bay Area - Los Angeles Bid men. Union claims 8 hour
mini for Sacramento based driver for each violation:
February 14 - 15 - 17 - 19 - 20 - 23 - 26 - 28 - 29.
March 1 - 4 - 5 - 12 - 13. Union claims on some days
there were as many as four such violations.

Case #CV-48-1981.

JSC Motion: That the claim of the Union be upheld.

Deadlocked California Valley JSC April 24, 1968.

(Post Marked April 30th - Received May 1, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 180, Los Angeles, California
 Local 492, Albuquerque, New Mexico
 Local 961, Denver, Colorado, and
 Navajo Freight Lines

Master At the present time, we are paying our sleeper drivers on
Dispute four week increments the \$3.50 per 1,000 miles subsistence.

The Company desires to change this method of payment and
pay the drivers the mileage subsistence pay on their regular
weekly payroll check. The subsistence will be properly
identified.

(Post Marked April 19th - Received April 22, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 186, Santa Barbara, California, and
O. N. C. Motor Freight System

O-T-R Local 186 on behalf of Robert Smith is asking for one day's
Dispute pay. Smith is our seniority line driver for the Oxnard
O.N.C. Terminal. He was asked not to report for work
on the night of April 3rd. The circumstances surrounding
this one night layoff, is that Local 208 was on strike against
O.N.C. Consequently, O.N.C. decided to pick up three
vans of freight from Oxnard, using line drivers from San
Francisco and Sacramento.

Local 186 feels these three vans of freight were work
opportunity for Smith and the Company was in violation
of their contract with us under Article 41, Section 4, -
change of terminals, when they used the Sacramento line
driver.

Case #SC-5-8-872.

JSC Motion: That under the facts presented, the claim
of Robert Smith be denied.

Deadlocked Southern California JSC April 29, 1968.

(Post Marked April 30th - Received May 1, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 190, Billings, Montana, and
Garrett Freightlines

O-T-R Requests 426 miles plus subsistence for work performed by
Dispute driver Parker of Spokane Division working in Billings Division.
Work belonged to James Kimball of Billings.

Union stated that employee Parker made a run from Spokane to Bozeman, Montana and that employee Kimball who works out of the Billings Division was deprived of this trip, inasmuch as he had to make a turn at Bozeman and return to Billings. It was the Union's contention that Mr. Kimball was entitled to the full run in this case. It was also the Union's position that Garrett Freightlines has no authority by virtue of Change of Operations to come further East than Butte, Montana. The work involved here belonged to members of Local 190. The 426 miles claimed is the round trip from Bozeman to Missoula and return to Bozeman.

Case #M-808.

JSC Motion: That James Kimball be paid the additional mileage Bozeman to Butte back to Bozeman.

Deadlocked Montana JSC April 19, 1968.

(Post Marked April 22nd - Received April 23, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 208, Los Angeles, California, and
City Transfer, Inc.

Interpre- Local 208 submits: (1) that Rider #277 expired with the signing
tation of the April 1, 1967 through March 31, 1970 Freight Agreements;
(2) that the substandard provisions specified in Rider #277
carried an expiration date of March 31, 1967, pursuant to Article
37 of the National Master Freight Agreement and that the termin-
ology of the Rider ("except as follows") does not mean nor was
it intended to mean that the Employer could continue to disallow
his employees specified seniority benefits in subsequent contracts,
nor did such language or phrase relieve the Employer of the
responsibility of taking any initiative if he desired to bargain
for the continuance of a substandard amendment to the current
contract.

Because the Employer disagrees with the foregoing premise, the
Union submits for interpretation the phrase "except as follows"
as contained in Rider #277, asking if such terminology was
intended to supercede the expiration date listed in the referred
to Rider.

(Post Marked April 15th - Received April 16, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
Garrett Freightlines

Interpre- Requesting an interpretation of Article 3, Section 3, of the
tation Master Agreement concerning whether or not an Employer
has the right to refuse to accept and withhold a Union
member's DRIVE check-off assignment authorization.

(Post Marked April 26th - Received April 29, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 222, Salt Lake City, Utah, and
I. M. L. Freight, Inc.

Interpre- Salt Lake sleeper team, Covington and King were delayed near
tation Green River, Wyoming from 16:00 to 13:30, on February 17, 1968,
a total of 30 minutes, due to road construction and blasting.
The drivers claim pay for this 30 minute delay.

It is the Company's position that since the delay did not exceed
one-half hour, the time is not payable, relying upon JWAC
Case #8-5-2042 to the effect that if the delay runs over 30
minutes, pay starts from the first minute, but if 30 minutes
or less, no pay.

Case #1219 (April 68-3).

JSC Motion: That this case be referred to the JWAC for
determination as to whether or not JWAC Case #8-5-2042
applies to this type of delay. Motion Carried.

Utah - Idaho JSC date of action, April 17, 1968.

(Post Marked April 22nd - Received April 23, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 287, San Jose, California, and
M & W Truck Service, Inc.

Tank Money claim - Joe Mello. Union claims the Company had two
Dispute men assigned to the truck. One man, Joe Mello was laid off
and his work was given to a foreign based driver coming into
San Jose.

Company has a 50 hour minimum guarantee in a Memorandum
of Agreement. Due to a change in location of gas, the Company
does not have enough work for second man. All of the companies
in the different towns such as Sacramento, Modesto, Martinez,
etc. are intermingled.

Case # T-48-1054.

JSC Motion: That the claim of the Union be allowed.

Deadlocked California-Arizona Joint State Tank Committee
April 18, 1968.

(Post Marked April 26th - Received April 29, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 467, San Bernardino, California, and
O. N. C. Motor Freight System

O-T-R Local 467 hereby files a grievance against O.N.C. Motor
Dispute Freight System under Article 43, Section 5, of the O.T.R.
Agreement on behalf of Earl Collins.

For a Pixley turnaround or a short line Colton to Los Angeles
turn on March 23, 1968, the Company cancelled the Pixley
turn when there was freight to go and also used outside drivers
to pull short line - Colton to Los Angeles (runaround).

Case #SC-5-8-876.

JSC Motion: That the claim of Earl Collins be allowed.

Deadlocked Southern California JSC April 29, 1968.

(Post Marked April 30th - Received May 1, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 468, Oakland, California, and Consolidated Freightways

O-T-R Runaround claim on March 6, 1968, in the names of Marvin T. Stanfield and Forest L. Ong. The Union claims team was missed on the dispatch and not given tentative call. Mistake was discovered and the team was given Salt Lake City run.

Dispute The Union is claiming the difference in Kansas City, Mo., trip and the Salt Lake City trip. Union is claiming difference in trips and not the hourly rate under Article 54 (4).

The Company claims the team should be paid under the hourly rate provision of Article 54 (4).

Case #CB-2513.

JSC Motion: That the claim of the Union be upheld.

Deadlocked California Bay JSC April 16, 1968.

(Post Marked April 17th - Received April 18, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 483, Boise, Idaho, and
 United-Buckingham Freightlines

O-T-R Claim for Boise line driver Stanley F. Hart. Runaround pay.
 Dispute

Stanley F. Hart is a Boise based line driver on the extra board. The time in question, he was on layoff status due to lack of work. On December 29, 1967 and again on January 11, 1968, a Spokane domiciled extra board driver ran through from Spokane into Boise with freight, laid over, and returned to Spokane with freight.

It is the Union's position that this is not "an approved operation", and that the Company has never applied to the Change of Operations Committee for authority to run through from Spokane to Boise. The Union claims a runaround on behalf of laid-off driver, Hart on each of the occasions mentioned. The Union states that it would not have a claim had the Spokane driver driven as far as Pasco and a Pasco driver come on in to Boise.

Case #1194 (Mar. 68-3).

JSC Motion: That based on the facts the claim of the Union is denied.

Deadlocked Utah - Idaho JSC April 17, 1968.

(Post Marked April 22nd - Received April 23, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
 Portland - Seattle Freight Lines

O-T-R Gary P. Atkinson requests runaround pay from Portland-Seattle
 Dispute Freight Lines when on October 28, 1967 and November 18, 1967 he
 claimed he was runaround by J. Nelson, a Portland driver, and
 on November 25, 1967 he claimed he was runaround by H. Marion,
 Portland driver. These runarounds on Trip Reports #28470,
 #28469 and #28440 have never been paid or denied by Portland-
 Seattle Freight Lines which is in violation of Article 48, Section
 4. (Filed under Article 53, Section 3 (e), WSA Over-The-Road
 Supplement.

Case #2034 (U).

JSC Motion: This case is referred to the JWAC since it
 involves two Joint Councils and also involves a decision made
 by the JWAC in Case #11-6-2734 on November 17, 1966.
Motion Carried.

Washington JSC date of action, April 18, 1968.

(Post Marked April 19th - Received April 22, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
United-Buckingham Freight Lines

O-T-R On February 27, 1968, United-Buckingham dispatched a Seattle
Dispute extra man to Portland via Hoquiam ahead of the bid man, Fred
Clough.

This is violation of bid dispatch rules. Clough claims 5 hours
runaround.

Case #2060 (U).

JSC Motion: That the claim of the Union be denied.

Deadlocked Washington JSC April 18, 1968.

(Post Marked April 19th - Received April 22, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 961, Denver, Colorado, and
Illinois - California Express

Master Pursuant to Article 17 of the National Master Freight Agreement,
Dispute I.C.X. hereby requests that a uniform pay period be established
for its system. This change will affect only line drivers at
Denver, Colorado.

At present Denver domiciled line drivers are paid on Wednesday
with a Tuesday A.M. cut-off, which is inconsistent with the
pay period for the balance of our employees. We wish to est-
ablish a Friday pay day and a Saturday midnight cut-off at
Denver to coincide with the rest of our system.

(Post Marked April 18th - Received April 19, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 980, Santa Rosa, California, and
 Northern Propane Service, Inc.

Tank Money claim - Cattani. Union claims the Company had two men
 Dispute on the truck for a five week period. One man was laid off and
 Company serviced the area with Martinez truck. Union claims
 money for period of layoff.

Company claims they do not have enough work to employ two
 men. This equipment is now going to be transferred to Martinez
 and man will go with it.

Case #T-48-1064.

JSC Motion: That the claim of the Union be allowed.

Deadlocked California-Arizona Joint State Tank Committee
 April 18, 1968.

(Post Marked April 26th - Received April 29, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 468, Oakland, California, and
O. N. C. Motor Freight System

Discharge Local 468 is protesting the discharge of Donald Shehorn.
Discharge notice dated March 14, 1968.

Case #CB-2505.

JSC Motion: That the discharge be sustained.

Deadlocked California Bay JSC April 16, 1968.

(Post Marked April 17th - Received April 18, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 741, Seattle, Washington, and
United-Buckingham Freight Lines

Warning Letter CASE #2049 (U): Local 741 protests warning notice issued
to E. Jenkins dated March 26, 1968.

CASE #2050 (U): Local 741 protests warning notice issued
to J. C. Albritton dated March 26, 1968.

Cases #2049 (U) and #2050 (U).

JSC Motion: That inasmuch as employees Jenkins and
Albritton were acting under instructions of their Local
Union representatives the warning notices be withdrawn.

Deadlocked Washington JSC April 17, 1968.

(Post Marked April 19th - Received April 22, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and Consolidated Freightways

Joint Council #7 The Union claims that the Company refuses to put the cost of living increase into effect April 1, 1968.

Master Dispute The Union is requesting the Company pay cost of living from April 1, 1968 and reimburse employees for monies lost.

Company claims that cost of living is payable on the first pay period on or after April 1, 1968.

Case #LD-3796.

Joint Council #7 Motion: That the claim of the Union be denied.

Deadlocked Joint Council #7 Labor-Management Committee April 18, 1968.

(Post Marked April 19th - Received April 22, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
 Illinois - California Express

Joint Council #7 Dispute The Union claims that the Company requested Andrew Anderson out of the hiring hall on a thirteen day referral slip. Union claims the Company only worked Anderson 10 days and terminated him while other casuals have worked.

Union requests that Anderson be put back to work and that he suffer no loss in wages due to the Company's violation.

Case #LD-3762.

JSC Motion: That the claim of seniority of Anderson be denied.

Deadlocked Joint Council #7 Labor-Management Committee April 18, 1968.

(Post Marked April 19th - Received April 22, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
 Pacific Intermountain Express

Joint Council #7 Dispute The Union claims that Mr. Wassehmiller has a personalized rate of pay and is paid this rate for vacations, paid holidays and paid sick leave and during the regular work week. On weekend work the Company pays him the dock scale which is a lower rate of pay. Union feels he should be paid this rate for all work performed including weekends.

Union requesting Mr. Wassehmiller be paid the personalized rate for work performed on weekends. There is no money claim.

Case #LD-3758.

Joint Council #7 Motion: That the claim of the Union be upheld.

Deadlocked Joint Council #7 Labor-Management Committee April 18, 1968.

(Post Marked April 19th - Received April 22, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE
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Case # Local 70, Oakland, California, and
 System 99

Joint Council #7 Dispute Removal from seniority list under the 72-hour notice.
 Union claiming pay for C. J. Tinsley as of April 8, 1968, until
 he is put back to work. Union claiming under decision of
 Sam Kagel.

The Company claims that just being out of town on business
 would not come under the Kagel arbitration.

Case #LD-3799.

Joint Council #7 Motion: That based on Sam Kagel's decision
 the Union's position be upheld.

Deadlocked Joint Council #7 Labor-Management Committee
 April 18, 1968.

(Post Marked April 19th - Received April 22, 1968)

DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case #

Local 287, San Jose, California, and
Delta Lines, Inc.

Joint
Council #7
Dispute

On February 29, 1968, claimant Earl White left terminal and made exchange of boxes with line driver at 4:20 A.M. and has not received overtime rate as specified in article pertaining to hostlers.

Claiming overtime rate due claimant for all hours worked on date in question.

The Company claims that one trailer in question contained ammunition and was prohibited from their yard.

Case #LD-3750.

Joint Council #7 Motion: That in compliance with the provision in the agreement the hostler be paid time and one-half.

Deadlocked Joint Council #7 Labor-Management Committee
April 18, 1968.

(Post Marked April 19th - Received April 22, 1968)

771-7400 EXT 49

65 KP 16048

Employer EXT 53